Traffic Safety

A NATIONAL SAFETY COUNCIL PUBLICATION

AUGUST 1960

BUCKET SEAT LAB
A RESEARCH GYMKHANA

THE AGING PEDESTRIAN

page 10

The Senior Citizen in Traffic [Fact Sheet]

page 18

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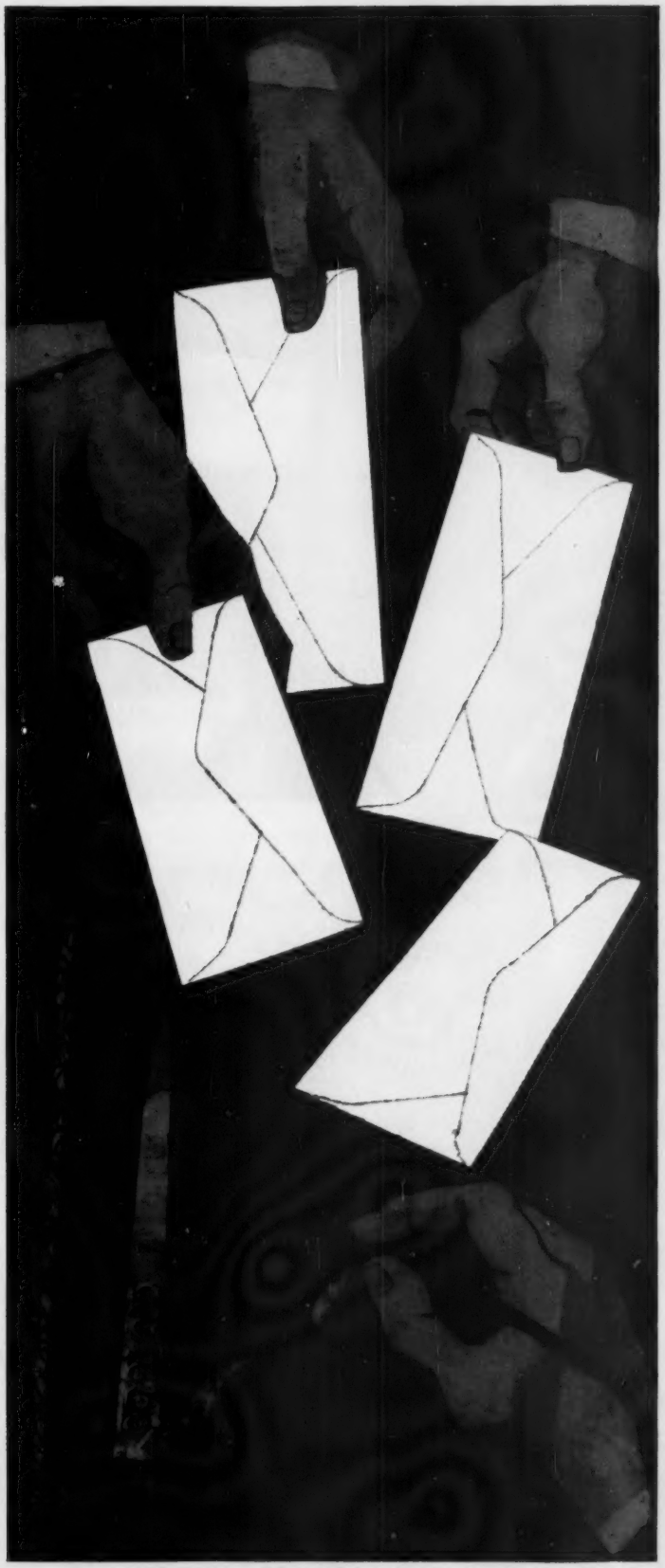

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Drivotrainer program dedicated to better driver education in schools

Rockwell Manufacturing Company now extends its service to schools by manufacturing and distributing the Aetna Drivotrainer, the classroom driver training aid developed as a public service by the Aetna Casualty and Surety Company. In developing the Drivotrainer, Aetna called upon nationally known educators for assistance and counsel. Working closely with this panel of experts, Aetna invested considerable time, effort and funds in perfecting the Drivotrainer system of driver education. Now, its classroom effectiveness fully documented by responsible educators, the Drivotrainer is in use in schools from coast to coast.

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Higher level of student proficiency, because Drivotrainer drills students to react instantaneously and *correctly* to emergencies —the real test of driving ability.

It is a source of satisfaction to manufacture a product whose ultimate use can only result in safer living for everyone. For further information on the Drivotrainer and Deferred Sales Plan, write: Rockwell Manufacturing Co., AVM Division, Dept. 407H, Pittsburgh 8, Pa.

◄ Drivotrainer systems similar to the one shown here are in use in schools throughout the country to instruct teen-agers in safe driving. The U.S. Air Force employs the Drivotrainer in the retraining of experienced drivers.

DRIVOTRAINER

another fine product by

ROCKWELL

THE SAFETY LIBRARY

By Lois Zearing, Librarian, NSC

Accidents

Chicago Traffic Accident Facts, January-December 1959. 1960 edition. 20pp. Citizens Traffic Safety Board of Metropolitan Chicago, 20 N. Wacker Drive, Chicago 6, Ill.

Child Pedestrian Deaths Increase 24% in 1959. *Chicago Traffic Safety Review,* April, 1960, p. 1, 4.

Comparisons of Accidents Before and After Improvements to Bends and to the Alignment of Roads. J. C. Tanner. *International Road Safety & Traffic Review,* Spring, 1960, p. 34-35.

Draft Proposals for Improving Efficiency of State Traffic Accident Report System. *Wisconsin Traffic Safety Reporter,* May, 1960, p. 1-2.

You and the Cost of Highway Accidents. 1960. 31pp. State Road Commission, Research Section, 525 West 13th South, Salt Lake City, Utah.

(This booklet prepared with the Bureau of Public Roads should prove valuable to groups engaged in the effort to reduce motor vehicle accidents and economic losses resulting therefrom.)

Ambulances

Ambulance Service in Seattle. S. P. Lehman and K. H. Hollingsworth. *Public Health Reports,* April, 1960, p. 343-351.

(Survey includes regulations and driver training.)

Automobiles

Miniature Automobiles. April, 1960. 5pp. Association of Casualty and Surety Companies, Sixty John Street, New York 38, N. Y. (Number Z-117)

(Gives a list of minimum safety requirements.)

Something New in Auto Windows. *Journal of American Insurance,* June, 1960, p. 25-27.

(Heat-treated glass, coming into wide use, has stirred up a safety controversy.)

Belts

Introduction to Seat Belts. Alvin R. Leonard, Alberta W. Parker and Barry Miller. *Public Health Reports,* April, 1960, p. 313-316.

(A pilot safety campaign by the Health Dept. of Berkeley, Calif.)

Drivers & Driving

Georgia Truckers Get PR Dividends from Test Van. *Fleet Owner,* May, 1960, p. 65-75.

(Hour-long test, geared to ICC standards, means greater mileage, less accidents. Traveling lab takes close look at school bus drivers.)

Giving and Scoring Driver Road Tests. J. Stannard Baker and Glenn V. Carmichael. *Traffic Digest and Review,* May, 1960, Part II, p. 9-15, 27-31.

(Guides for evaluating performance are discussed in detail for examiners and teachers.)

Taking Turns on the Turnpike. *American Youth,* May-June, 1960, p. 6-7.

Enforcement

Policing Britain's First Super Road. F. W.

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How Fleet Operators SAVE 3 WAYS with

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Traffic Safety

Volume 57 Number 2 August 1960

A NATIONAL SAFETY COUNCIL PUBLICATION

TRAFFIC SAFETY is dedicated to the prevention of traffic accidents through the presentation of objective information and responsible opinion to official agencies, public support groups and the motor transportation industry. The views expressed do not necessarily reflect the beliefs or policies of the National Safety Council, but they are presented in the conviction that the pressing social problem of traffic accidents can best be resolved through freedom of expression and open debate.

EDITORIAL

Editor: Angela Maher

Associate Editors: Gerald Kaminski
Richard Williford

Contributing Editor: Jack Trimble

Editorial Director: Robert Meyer

Manager, Publications Dept.: Jack Horner

ART

Art Director: Ralph Moses

Cover Design: William Wendland

ADVISORY

Bertram D. Tallamy, Bureau of Public Roads, *vice president for Traffic*, E. J. Buhner, The Silver Fleet Motor Express, Inc., *vice president for Motor Transport, National Safety Council*; Harry Porter, Jr., *director, Traffic*; Alfred C. Finch, *director, Motor Transport*; Paul Jones, *director, Public Information*.

ADVERTISING

Advertising Director: Robert O. Jones

Production Manager: John Tribble

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Home Office: 425 N. Michigan Ave., Chicago 11, Ill.

San Francisco Office: 703 Market St., San Francisco 3, Calif.

New York Offices:
Field Service & General Information, 60 E. 42nd St., New York 17, N. Y.

Public Service Fund, 639-40 Chrysler Bldg., New York 17, N. Y.

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BETWEEN STOPS

OUR continually lengthening life span poses a number of problems. One is the challenge of adapting to the growing complexities of modern living as we reach the upper age brackets.

The significance of this in traffic is clear. Although the 65-and-over age group comprises only one-twelfth of the nation's population, it accounts for about one-third of the pedestrian deaths.

But there are encouraging signs. Over the last five years, while all pedestrian deaths went down about 5 per cent, deaths in the 65-and-over group decreased about 10 per cent.

Those planning programs for older pedestrians will find helpful ideas in the article on Page 10 and the fact sheet on Page 18 of this issue of TRAFFIC SAFETY.

DEATHS UP AGAIN IN MAY

Toll for first five months of year held to '59 level. New low mileage death rate of 4.8 established.

by H. Gene Miller

IN MAY, motor vehicle deaths totaled 3,200. This was a 3 per cent increase over the 3,110 for May of last year. This total of 3,200 is the highest May total on record.

For the first five months of 1960, deaths were virtually unchanged from the same months of 1959. The totals were 13,790 in 1960 compared with 13,840 in 1959, a reduction of 50 deaths.

Travel for the first five months is indicated to be about 4 per cent ahead of last year. This increase, coupled with the less than one-half of 1 per cent decrease in deaths, produced a mileage death rate of 4.8 (deaths per 100 million vehicle miles). This is the lowest death rate on record for this period, and compares with 5.1 for the same months of 1959.

Disabling injuries during the first five months of the year are estimated at about 500,000. These are injuries resulting in disability beyond the day of the accident and do not include minor injuries which undoubtedly total many hundreds of thousands more.

Among 49 states reporting May experience, 21 had fewer deaths than last May, four reported no change, and 24 had increases.

For five months, 25 states showed decreases, one reported no change and 23 had increases.

Exceeding the national experience, cities registered a substantial 8 per cent increase in May, according to reports from 730 cities over 10,000 population. For five months, these cities showed a 3 per cent increase from last year.

Cities with fewer deaths in May totaled 113, compared with 140 having more deaths, 477 showed no change (mostly perfect records).

For five months, 217 had decreases while 268 had increases with 245 showing no change.

In May, 531 of the 730 cities reporting had perfect records. Of these, the three largest were: Providence, R. I. (248,700), Bridgeport, Conn. (169,200) and Austin, Tex. (164,300).

For five months 287 of the cities still had perfect records. Of these the three largest were: Lincoln, Neb. (119,600), Schenectady, N. Y. (98,000) and Columbus, Ga. (89,400).

The leading cities in each population group at the end of five months, ranked according to the number of deaths per 10,000 registered vehicles were:

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H. Gene Miller is director of the National Safety Council's research and statistics department.

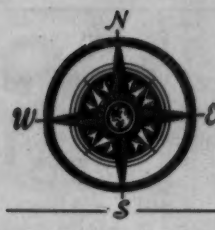
Leading at the End of May

States

New Hampshire	—44%	Texas	—10%
North Dakota	—42%	South Dakota	— 9%
Iowa	—30%	Illinois	— 7%
Rhode Island	—29%	North Carolina	— 6%
Nebraska	—25%	Virginia	— 6%
Oregon	—24%	Connecticut	— 6%
West Virginia	—22%	Kentucky	— 4%
Arizona	—16%	Pennsylvania	— 3%
Montana	—16%	Arkansas	— 3%
New York	—15%	Vermont	— 3%
Oklahoma	—13%	Minnesota	— 2%
Kansas	—13%	New Mexico	— 2%
Alabama	—11%		

Cities

Omaha, Neb.	—67%	Chicago, Ill.	—24%
El Paso, Tex.	—60%	Boston, Mass.	—24%
Worcester, Mass.	—55%	St. Louis, Mo.	—23%
Grand Rapids, Mich.	—43%	Columbus, Ohio	—21%
Miami, Fla.	—38%	Portland, Ore.	—20%
Providence, R. I.	—33%	San Diego, Calif.	—13%
Oakland, Calif.	—32%	Akron, Ohio	—13%
Houston, Tex.	—29%	Fort Worth, Tex.	—12%
Birmingham, Ala.	—29%	Buffalo, N. Y.	—10%
Atlanta, Ga.	—28%	Milwaukee, Wis.	— 5%
New York, N. Y.	—25%	Louisville, Ky.	— 5%



Today's Traffic

Logical conclusion

A motorist in New Castle, Ind., has come up with an excuse for driving without a license that will be hard to top. Arrested when his car rammed a utility pole, the man gave this reason for his un-licensed state: "I didn't think I needed a license, because I don't know how to drive a car."

The positive approach

Illinois now gives a pat on the back to motorists who have good driving records. An Illinois driver must renew his license every three years. If in the three-year period he has no moving violation convictions, he is eligible for a highway safety citation. The citation is enclosed with the renewed license.

Parking jackpot

In Queensland, Australia, they're talking about the man who put a coin into a parking meter and hit the jackpot. It happened this way. The motorist pulled into a parking space and found that he had no change for the meter fee. He purchased a lottery ticket to get some coins. Later, the lottery ticket paid off to the tune of 32,000 pounds.

Driving blind

Scientists at American Optical Co. who investigated blinking of the eyes discovered that it takes one-fifth of a second to blink, and that a person usually blinks 25 times every minute. According to these findings, a motorist who averages 55 m.p.h. on a 10 hour trip drives 33 miles with his eyes shut.

Sold on robes

When wearing of robes became compulsory for California and Wisconsin judges, many jurists strongly opposed the order. Some still object, but many dissenters have been won over. One convert says that having seen the salutary effect the robe produces in the courtroom, he is convinced that it is a necessary symbol in the administration of justice.

Getting an early start

Two year old Richard Bivins of Evansville, Ind., recently crashed into a telephone pole while doing 35 m.p.h. in the family car. After the accident, Richard obligingly posed for photographers to demonstrate his driving technique. The youngster sits on the floor to operate the pedals—the steering takes care of itself. Incidentally, Richard wants to drive a police car when he grows up.

Mississippi checks vehicles

Mississippi is the latest state to adopt a periodic motor vehicle inspection law. The law goes into effect January 1, 1961. The Mississippi action brings to 17 the number of states now requiring periodic motor vehicle inspection.

THE AGING PEDESTRIAN

Physical slow-down of advancing years makes older walker easy victim in urban traffic. What can cities do to cut death and injury toll?

by Glenn T. Lashley

IS IT any wonder that older adults, whose lives span the years from "horse and buggy days" into the "space age," have difficulty adapting themselves to our dynamic, ever-changing traffic situation of today? Man has created such a complex society that those who grew up and formed their habits prior to this motorized age are too frequently involved in fatal accidents simply because they do not understand the dangerous hazards encountered in walking.

This highly significant factor was emphasized in a recent address by Robert A. Campbell, state safety coordinator of Illinois, when he stated, ". . . We had considerably more pedestrian fatalities in the 65 and over age group than would be expected on the basis of age distribution of our population."

Size of the Problem

The traffic accident summary for the State of Illinois reveals that 370 pedestrians were killed in traffic in 1959 and 138 (37 per cent) of them were over 65 years of age. Since the 45-64 age group accounted for 91 more, 62 per cent of the pedestrian fatality problem in Illinois involves adults over 45 years of age.

These percentages have been about average for cities and states across the nation — approximately 38 of every 100 pedestrians killed are over 65, and about 24 fall into the 45-64 age bracket. These results are quite remarkable when you consider the fact that only 9 per cent of our population is over 65. The 45-64 age group accounts for 20 per cent.

Despite the fact that older adult pedestrians have a very bad safety record, remarkable improvement has been made during the last two decades. In 1937, the pedestrian death rate (number of deaths per 100,000 population) was 47.0 but was reduced to 35.0 in 1947. In 1959, the pedestrian death rate for those over 65 years of age was 15.3 per 100,000 population—a 67 per cent reduction from the rate in 1937. While this outstanding progress explodes the theory that "you can't teach an old dog new tricks," the pedestrian death rate for those over 65 is still far above the 4.4 death rate for all age groups in 1959.

There are several reasons why older adults predominate in the pedestrian fatality picture:

• *Attitude*—They are prone to consider that they have a basic and inherent right to walk the streets and highways just as they please. They are often unwilling to face the need of readjustment in their walking practices. Since habits and attitudes were formed when we did not have a serious traffic problem, these adults fail to respond to general traffic safety programs because it is believed that such appeals do not apply to them.

• *Physical Effect of Advancing Years*—Hearing and vision are often impaired. When realizing that a dangerous situation is developing, they are almost helpless because reactions are slow. When involved in an accident, they break easily and do not mend or recover as they would have earlier in life.

These older adults are also much more susceptible to shock. This factor was surely an important one in a unique pedestrian accident in Munich, West Germany, in which a 67 year old woman died after a collision with another pedestrian. Police reported that she was hit by a young man rushing out of a doorway.

• *Unawareness of Existing Hazards* —Many of these older adults have never driven a car. They fail to understand the problems of the driver, or the limitations in stopping and maneuvering a vehicle. Moreover, they don't realize that, during hours of dusk and darkness, the driver often does not see them, until it is too late.

The above characteristics offer a limited explanation of the prominent role of the adult pedestrian in the traffic fatality picture.

Since it is almost impossible to cite a single reason for any traffic accident, it might be well to consider several other contributory factors that have been found to predominate in the pedestrian problems of municipalities throughout the nation:

1. *Sex*—Males are involved in 70 per cent of all pedestrian fatality accidents.

2. *Darkness*—Nearly 60 per cent of the pedestrians killed in traffic meet death during the hours of darkness.

3. *Non-Drivers*—Nine out of every ten pedestrians killed in traffic were non-drivers.

4. *Jaywalkers*—Two out of every three pedestrians killed either violate the law or commit an obviously unsafe act.

5. *Low-Income Group*—Underprivileged, low income groups are unduly prominent in the pedestrian fatality toll. One study revealed that residents from 9 per cent of the city's residential area (low-income area) accounted for one-third of all pedestrian fatalities.

6. *Ingested Alcohol* — Annual reports submitted to the National Safety Council reveal that drinking is more common among pedestrians killed in traffic than among drivers.

A rise in the incidence of pedestrian drinking is indicated in reports from other sources. One recent study covering a ten-year period showed that alcohol is increasingly becoming a more important contributory factor in pedestrian fatalities. In the first five-year period, 15 per cent of the adult pedestrians killed were found to have a blood alcohol concentration of 0.15 or higher. In the last five-year period, 24 per cent were found under the influence. The same 10-year study revealed that alcohol plays an even greater part in weekend fatalities. In the last five-year period 71 per cent of all adult pedestrians killed on weekends were found to be under the influence, compared with 39 per cent during the first five-year period.

Touchy Situation

The officer who enforces the ordinances regulating pedestrian traffic must be diplomatic because the situation is different from the arrest of a motorist in which the relationship is between driver and officer. When a citation is given to a pedestrian, a crowd immediately gathers to discuss the pedestrian's constitutional rights. Such a scene is a touchy situation and requires tact on the part of the policeman because most pedestrians, particularly the older adults, don't know the regulations, or forget them and cross against the lights. Many of them get very excited when handed a summons.

Municipalities which devote special emphasis to pedestrian control have experienced some unique incidents.

In Hamilton, Ohio, a 42 year old

Glenn T. Lashley is manager of the American Automobile Association's National Pedestrian Program.

man became irritated because every time he approached a certain intersection, the recently installed "special pedestrian" signal instructed him to WAIT. Taking matters into his own hands, the disgruntled pedestrian whipped out a .38 caliber revolver and shot out the light.

After getting a summons for jaywalking at a busy intersection, a 65 year old Milwaukee man snarled vehicular traffic to obtain evidence for his appearance in court. Motorists slammed on their brakes and honked their horns while the pedestrian crawled down in the middle of the street, on hands and knees, making measurements with a yardstick.

The officer who issued the ticket ordered him out of the street, but the enraged pedestrian refused, claiming that he was not 40 feet away from the intersection and was making measurements to fight the jaywalking case.

As the police lectured, the pedestrian argued, grew profane and boisterous and was finally taken to the police station for disorderly conduct.

In Detroit, a 63 year old man, who had been ticketed 16 times for pedestrian violations, was sent to jail for 60 days for his own good. The traffic judge told the pedestrian, "The way you have been ignoring the pedestrian laws, you are lucky to be alive. I'm sending you to jail for your own protection."

Many cities have enjoyed outstanding results with a program of pedestrian control and enforcement. The success or failure of the enforced pedestrian regulations will usually be determined by the kind of educational program that has preceded the enforcement effort. The length of time required for an adequate educational program will vary depending on the size of the city; however, a minimum of 60 days should be devoted to this activity, followed by a brief period wherein pedestrian violators are given courtesy warnings.

Last year Detroit reported the arrest of 58,502 pedestrians for illegal street crossings—over 35,000 of them against the signal. Moreover, 8,679 motorists were arrested for failure to respect the rights of pedestrians who were crossing on the same light. An average of 214 pedestrians were killed annually before pedestrian enforcement was started in 1941. During the last three years, (1957-1959) pedestrian deaths in Detroit have averaged 98 per year—a truly outstanding achievement.

The anti-jaywalking ordinance was adopted in Washington, D. C. in 1941, when 70 pedestrians were killed in traffic. Since that time, pedestrian fatalities dropped to 49 in 1950, 41 in 1957, and 30 in 1958. When pedestrian deaths increased to 44 in 1959, specific action was taken to cope with the problem involving so many older adults. Eleven of the 44 pedestrians killed in 1959 were over 65 years of age, and 13 were in the 45-64 age bracket.

Washington, D. C. senior citizens learn dangers of traffic by visiting scenes of accidents. A 73 year old pedestrian was killed on this spot.

"Golden Age Clubs" are the target for an educational program designed for the older adults in the nation's capital. They have been extremely receptive.

Members of "Senior Citizen" and "Golden Age" groups have expressed amazement that their walking habits through the years have been so careless. Several of them have appeared on the outstanding "Traffic Court" TV program which portrays the actual proceedings of court room cases involving motorists and pedestrian accidents. Moreover, several of these older adults have requested an opportunity to attend and voluntarily observe sessions of the violators school.

In Norfolk, Va., the Citizens Council for Traffic Safety is endeavoring to reach older adults through Junior Womens Clubs and Senior Womens Clubs. These study groups meet in different member's homes and have periodic programs devoted to traffic safety. Safety leaflets on pedestrian safety and radio spot announcements are released in their name. Special messages on Saturday evenings and Sunday mornings are directed to those teaching Sunday school classes for older adults.

Back to School

Traffic officials of Portland, Ore., launched an anti-jaywalking program in 1945 after 44 pedestrians had been killed, and in the majority of cases, the pedestrian was at fault. The obvious need was an accident prevention program designed for pedestrians.

A brief trial period of issuing courtesy warnings indicated that more stringent measures would be necessary. Bench warnings were then issued to pedestrians who received a second warning. But the average citizen regarded these pedestrian violations as a minor offense and it was decided to pursue a slightly different course.

To meet the problem, officials devised plans for a pedestrian safety school which started in 1945. The "Jaywalker School" is still conducted one evening each week and those who receive a summons are given the choice of posting and forfeiting a $5.00 fine or attending a one-hour lecture on pedestrian safety.

Enrollment in this school has gone as high as 19,000 in a single year and police believe that the school has been instrumental in reducing Portland pe-

destrian deaths from 44 to 21 in 1959. Many residents attend the lectures on a volunteer basis.

Pedestrian enforcement was started in Rochester, N. Y., after 24 pedestrians had been killed in 1954. Pedestrian deaths have not been higher than 20 since enforcement started and in 1959, Rochester had reduced pedestrian deaths to nine. Police officials believe that the intensive program in which errant pedestrians are "tagged" and obliged to attend lectures on safety has resulted in a 50 per cent reduction in "jaywalking."

What of the Future?

One of the brightest spots in our entire traffic safety picture is the 50 per cent reduction in pedestrian deaths since the record high of 15,500 was recorded in 1937. With pedestrian fatalities down to 7,750 in 1959, further reductions will not come easily.

A frequent criticism of traffic safety programs is that we have allowed antisocial road behavior to wear a cloak of respectability it does not deserve. It is imperative that more municipalities embark on programs designed to promote the concept of cooperative street use, directing increased enforcement, on a selective basis, to both pedestrians and motorists who fail to accept their responsibilities in traffic.

Most cities and states are giving attention to enforcement of the laws regulating the motorists but far too few are giving adequate emphasis to the control of pedestrian traffic. On the other hand, many progressive cities have accepted the theory that the pedestrian's right to be protected is conditional, and that there is justification in demanding that he obey common sense rules designed to minimize his interference with traffic.

Strict enforcement of sound ordinances can serve as a stop-gap measure but the long range objective must be accomplished through a program of education. Special educational programs which are tailored to fit the particular needs of vulnerable groups get the best results. Such selective education has the advantage of making each person feel that the message is directed to him personally.

In striving to reduce pedestrian deaths in the community, we should recognize a definite responsibility to our senior citizens.

It is unfortunate that retirement seems to be based on chronological age, rather than ability. Older adults dread the time when they will feel left out and not wanted, so they offer a source of man-power that can render valuable service. Some cities start their program efforts with a survey of retired persons in the community and get them together for indoctrination. Special activities are then planned for their vulnerable age group.

Selective programs directed at this predominating characteristic of the pedestrian fatality picture can result in even greater reduction in the pedestrian death rate for senior citizens.

The facts which have been briefly covered in this article lead to several conclusions that should be considered for increased emphasis.

1. Lack of understanding of today's traffic characteristics poses a major problem—older adults predominate in fatalities.

2. Evidence that many pedestrians fail to fit themselves into today's traffic pattern emphasizes the need for intelligent and effective pedestrian traffic control.

3. Improved night visibility is a major need. Remember that most pedestrian deaths occur during darkness when there is more drinking, when motorists and pedestrians are tired after a day of work and when there usually is less traffic control.

4. Pedestrian assumption of responsibility in traffic is an important area which warrants increased emphasis. Equally important is the requirement that motorists respect the rights of pedestrians.

5. Since the elderly pedestrian can be isolated as a major portion of the accident problem, specific programs are urgently needed. This is an area which warrants greatly increased attention from public officials.

It has been well established that the pedestrian's own carelessness and disregard for the law is involved in a high percentage of fatalities. It therefore appears quite obvious that a deep sense of responsibility and awareness on the part of every individual, pedestrian and motorist, is the central and primary approach to our problem.

Alfred P. Sloan, former head of General Motors Corp., receives congratulations on his 85th birthday from Howard Pyle, NSC president. Scene took place at the Sloan Awards dinner.

Bucket Seat Lab

Sports car enthusiasts drink and drive—for research

by Donald C. Lhotka

JUST what effect does the consumption of small amounts of alcohol have on a person's driving ability?

This question has been argued pro and con wherever drivers who are also moderate imbibers gather. But to date there has been little, if any, real evidence to bolster the claims of either side.

On Sunday, June 12, the Sports Car Club of America, Inc., staged a gymkhana at Stout Field, Indianapolis, which they hope will shed some light on the question. Fifty-three members of the club took part in the sports event in which drivers engaged in various driving trials both before and after they had consumed small amounts of alcohol.

Originally, gymkhana referred to a sport participated in by cavalry units of the Indian Army in which feats of horsemanship—such as spearing a ring from a pole—were performed. Now, a gymkhana refers to a sports car meeting in which several driving trials are held to test both drivers and their vehicles. The Indianapolis meet is the first event of its kind in which alcohol played an official part.

Donald C. Lhotka is a consultant in NSC's traffic department.

The research was sponsored by the Toxicology Department of Indiana University School of Medicine and the Indiana State Police, and supported mainly through a grant from the U. S. Public Health Service. The aim of the research was to determine what influence a blood alcohol concentration of close to 0.05 per cent will have on the driving skill required for a gymkhana.

Several Aims

The experiment was also set up to measure any change in concentration of certain blood components under the condition of stress imposed by the tests, and to measure the influence of the alcohol on this change. Secondary to these aims was the correlation of breath analysis made under field conditions with blood and urine specimens drawn at the same time and later examined under typical laboratory conditions.

The experiment grew out of concern that there had been little or no practical road testing of drivers in this country with small amounts of alcohol in their blood. The coordinator of the experiment, Dr. Robert B. Forney, Associate Professor of Toxicology at the Indiana University Medical School, seized the opportunity to produce some needed study in this area when he learned early this year that the driving events held by sports car clubs were tailor-made for research on driver impairment due to alcohol.

With the Indiana State Police and with the cooperation of the Sports Car Club of Indianapolis, Dr. Forney began the complicated scheduling of tests and driving courses. The second Sunday of June was chosen as the date to hold the gymkhana and letters were sent to members of the club inviting them to participate in the project. Eli Lilly Co. of Indianapolis agreed to provide nurses and equipment to draw blood from the drivers, and the state police were to furnish technicians and equipment for the breath testing phase. Laboratory technicians from the medical school were also to be present to care for the blood and urine specimens and to do the analyses of the various blood components.

On the day of the gymkhana, the drivers arrived just prior to the starting time for the tests, 12 noon. Control specimens of blood, breath, and urine were obtained from each driver to ensure that none had any alcohol present in his system.

Following a standard lunch of two sandwiches, a cup of fruit, and a beverage, the drivers were sent through each of the five prepared courses.

The first course consisted of a number of highway marker cones (rubber) intermittently spaced in a blocked-U shape. The drivers were required to drive in reverse gear snaking around the cones and finishing between two closely spaced cones.

The object of the course was to test driver control in turning a vehicle right and left and to test driver ability to gauge changing distances between cones. Some drivers negotiated the course quickly, but knocked over one or two cones. Others took more time and knocked over no cones. This was characteristic of performance on the first three courses.

In the second course, drivers were required to follow a decreasing spiral. Fifteen cones were set up in three banks of five. After circling the outside cones the drivers had to go between the outside cone and the next inner one, and so on until the innermost cone was passed. The course tested a driver's cornering ability and vehicle control. It also produced a definite strain by virtue of the centrifugal force caused by the decreasing spiral.

Drivers who attempted to speed through the course found their ve-

Sober and alert, drivers gather for event. They were tested before gymkhana to make sure there were no traces of alcohol in blood.

It takes good coordination to execute this backing maneuver. Drivers tried it before imbibing—then did a repeat after a drink.

A test driver gets "one for the course."

On-the-spot chemical tests are made in tent.

hicles drifting wide of the first few cones. This resulted in the drivers' slowing down or making a harder turn to allow them to head between the next two cones.

The third course was a maze of 109 cones laid out approximately 20 feet by 200 feet. The maze was set in no particular pattern and the object was for a driver to start at the right side of the course, pick his way through, turn around, and come back, finishing on the opposite side. This course tested the driver's quick judgment and depth perception.

Few, if any, drivers managed to finish the third course without knocking over or hitting more than one of the cones.

A garage course was laid out for the fourth test of skill. In this event the driver drove straight into a cone-marked garage, backed out and into (in reverse) another simulated garage about 50 feet away and on the other side of the roadway, then into a third garage and out again to repeat the sequence in the second and first garages, finishing between two cones opposite the starting line.

The object of the course was to test drivers' ability to start and stop, utilizing different gears, and estimating distance needed to enter the garages. Drivers were penalized for knocking over cones and for not entering the garages to the full length of their vehicles. Being hurried by the timing element of the test caused some drivers to misjudge turning distance and overshoot the garage openings.

The last course provided a test of a fast start and measured run, followed by what amounted to a panic stop. The object of the test was to have a driver cover a measured distance and bring his vehicle to a stop on an appointed line. The test was timed and the driver penalized one point for every three inches his front wheel (at the center) was from the line. Amazingly, some drivers managed to place their wheels exactly on the line.

All drivers made a second run through the five courses, and then each driver was given twelve ounces of fruit juice per 150 pounds of body weight. Half of the drivers received sufficient alcohol in the drink to raise their blood alcohol concentration to about 0.05 per cent (the level below which in the Uniform Vehicle Code all drivers are presumed not to be under the influence of alcohol.) To insure that the drivers would not know if they did not receive alcohol, a little Tabasco was added to the drink to produce a warming sensation.

After adequate time had passed for absorption and distribution of the alcohol through the body, all the drivers were given a second breath test. They then made their final run through the five courses. After the final run the drivers gave second blood and urine specimens and were again given breath tests.

The laboratory analyses of the blood and urine specimens require several weeks to complete, therefore, the results of the experiment will not be available for some time. All data, including times and scores for the five trials, will be sent to an electronic data processing center for complete analysis.

As an inducement to the drivers, prizes were awarded to the winning cars in various groups. Appropriately, the prizes were silver beer mugs engraved with the words "Gymkhana Research." The drivers should long remember this gymkhana and their contribution to science and traffic safety.

The tests conducted at Stout Field were considered to be an important contribution to the information already gathered pertaining to alcohol and traffic safety. Representatives from the American Medical Association, the American Bar Association, the U. S. Public Health Service, the National Safety Council, and several state police agencies were drawn to the event as observers.

NEWS FROM CAPITOL HILL

ACTION was taken on two bills from the Roberts Committee. The Senate passed H.R. 8238 (Schenck), and the President signed it into law as PL 86-493. It provides for a two year study by the Public Health Service, from the standpoint of public health, of the discharge of substances into the atmosphere from the exhausts of motor vehicles. The Senate Committee's report stated its belief "that emphasis is needed in providing for the leadership that is necessary in combatting air pollution due to motor vehicles," and that study "would hasten the development and adoption of the most feasible control measures."

The House Committee on Interstate and Foreign Commerce approved H.R. 5436 (Rhodes), as amended, to establish a Federal register indicating where vehicle operator's licenses had been revoked because of (1) driving while intoxicated, or (2) conviction of a violation of a highway safety code involving loss of life.

Senator Case (N. J.) introduced S. 3635 to authorize establishment of a Driver Records Clearance Center in the Department of Commerce. The senator saw such a clearinghouse as "essential to enable our states to get unsafe drivers off the road." The Secretary of Commerce would be authorized to determine the categories of information maintained by the center. But the senator envisaged, at the outset, concentration on license revocations and suspensions, and on drivers who have committed two or more major traffic offenses. Initial operations could also be limited to special categories, such as commercial vehicle drivers. The center would be authorized to charge fees for services.

Mass transit for the District of Columbia also received Congressional consideration. The House approved H.J. Res. 402, granting consent to an interstate compact among the District of Columbia, Virginia and Maryland, relating to the regulation of mass transit. The plan contemplates a regional transit commission with authority to establish bus rates, and grant franchises and prescribe routes. It would replace regulation by three state bodies and the ICC.

The Joint Congressional Committee on Washington Metropolitan Problems reported favorably on S. 3193 and H.R. 11135, with amendments, the pro-

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COMING EVENTS

Sept. 12-16, Knoxville, Tenn.
Traffic Court Conference. University of Tennessee. Contact James P. Economos, American Bar Assn., 1155 E. 60th St., Chicago 37, Ill.

Sept. 12-15, Chicago, Ill.
Annual Meeting of Institute of Traffic Engineers (Edgewater Beach Hotel). Contact David M. Baldwin, Institute of Traffic Engineers, 2029 K. St., N.W., Washington 6, D. C.

Sept. 15-16, Rockland, Maine
Thirty-third Annual Maine State Safety Conference. Samoset Hotel. Contact Arthur F. Minchin, secretary, Department of Labor and Industry, State House, Augusta, Maine.

Sept. 22-23, Baltimore, Md.
Governor's Annual Safety Health Conference and Exhibit (Hotel Emerson). Contact Joseph A. Haller, executive chairman, Safety Conference, State of Maryland, 301 W. Preston St., Baltimore 1, Md.

Sept. 26-30, Nice, France
Fifth International Traffic Safety Week.

Oct. 3-5, Nice, France
International Road Safety Congress. Contact World Touring and Automobile Organization (OTA), 32 Chesham Place, London, S.W. 1, England.

Oct. 10, Washington, D. C.
Ninth Annual Commissioners' and Governors' Conference on Metropolitan Washington Traffic Problems. Statler-Hilton Hotel. Contact Anthony L. Ellison, executive secretary, Metropolitan Area Traffic Council, 301 C St., N.W., Washington 1, D. C.

Oct. 17-21, Chicago, Ill.
Forty-eighth National Safety Congress and Exposition (Traffic Sessions—Congress Hotel). R. L. Forney, secretary, National Safety Council, 425 N. Michigan Ave., Chicago, Ill.

Study Shows Freeways Four Times Safer

Michigan's new freeways are more than four times as safe as the old highways they replaced, a new Michigan State Highway Department study has revealed.

Earlier studies showed freeways were more than three times as safe as conventional highways.

Sgt. Paul Latoures and Clayton Hess, public relations director—both of the California Highway Patrol; Jane Russell; Portia Nelson, Columbia Recording artist, and Arthur Rude, public information director of the California Traffic Safety Foundation, take time out at Eastbay Chapter's annual membership meeting.

JANE RUSSELL SPEAKS ON SAFETY

When the Eastbay Chapter of the National Safety Council, Oakland, Calif., held its 16th annual membership meeting recently, screen star Jane Russell was the principal speaker. The following was adapted from Miss Russell's talk.

THE PROBLEM of keeping our children safe is a very urgent one to me. When I think of my own three children, your children and all the millions of boys and girls all over the world, I know we *must* protect them. Scientists and physicians are protecting them against diseases that used to kill or cripple many of them; but accidents kill more children today than the seven leading children's diseases combined. And there is no vaccine, and no cure, for an accident.

We are the only prevention for accidents, the only protection our children have.

We all make elaborate plans for our children. We look forward to watching them grow up . . . to providing them with everything they need to equip them for adult life.

But if we look too far ahead and don't protect them when they are too young to save themselves, when their very lives are our responsibility, we may never see those events we've planned for them. Perhaps some of our greatest statesmen, our most brilliant scientists, never got a chance to perform—they were killed before they grew up. That boy you hope will be All-American half-back or star of the 1968 Olympics, could be sidelined for life by an accident. Your daughter won't need pretty prom dresses if an accident puts her in a wheelchair . . . or in a coffin.

And it is up to you and me—to the parents, the guardians, the teachers—to keep children safe until they know how to take care of themselves.

THE SENIOR CITIZEN IN TRAFFIC

Motor vehicle accidents caused 37,800 deaths and nearly 40 times that many injuries in 1959. A disproportionate number of victims were 65 or older.

THE senior citizen plays an important role in the traffic accident picture. In 1959, the total number killed in traffic accidents included 5,650 people over 65 years. Of these, 2,350 were pedestrians—almost one third of 7,750 pedestrians of all ages killed last year. And senior citizens represent only 8.5 per cent of the population.

Many circumstances contribute to accidents among the aging, but failure to understand traffic problems and ignorance of his own physical limitations are the senior citizen's principal handicaps in traffic situations. Inattention and the inability to judge the speed of an approaching motor vehicle are also factors which increase the probability of an accident for the older person. It's hard for older people to react quickly and correctly in an emergency. They are often preoccupied and totally unprepared for emergencies.

To fulfill his obligation in modern traffic, the senior citizen must know his physical and perceptual limitations. A periodic physical examination is imperative. Such an examination should check for deficiencies in vision, hearing, muscular coordination and other functions necessary to safe walking and driving. It should also uncover malfunctions —such as dizziness, seizures, etc.—which might affect an individual's competence in traffic.

The success that some communities have had in reducing automobile and pedestrian accidents proves that much can be done to help people protect themselves from traffic hazards. The senior citizen can be aided through community projects which endeavor to educate older persons in matters of pedestrian and driver safety. Community-wide public education can help all drivers to understand the necessity for sympathetic and courteous attention to the special problems of senior members of society.

DRIVERS

Automobile accidents killed 3,300 elder citizens in 1959. The over-65 age group accounted for 10.8 per cent of the automobile deaths in 1959, although as a group the 65+ group represent only 6.7 per cent of the licensed drivers. In the years ahead, their number will grow rapidly.

To fully understand traffic accidents in relation to the senior citizen, significant contributing factors which involve elderly drivers and pedestrians must be distinguished. Prominent among these factors are inattention, inability to cope with driving situations, and poor judgment.

There are driving faults which contribute to accidents among motorists of all ages, but the faults of young drivers

THE STORY BEHIND THE STORY

There are some unique factors which contribute to traffic accidents among the aging—factors which must be understood before a traffic education program for senior citizens can work.

Perception declines. Most older people just don't see and hear as well as they did when they were younger. This basic complication can be compounded by absent-mindedness.

Judgment is slower. Even after the traffic situation has been perceived, the ability to recognize situations, analyse them—normally an almost instantaneous process—and make the necessary judgments, gets slower with age.

Physical condition declines. Even if perception and judgment remain near normal, the sheer physical ability to react with the speed and vigor required in an emergency is usually dulled.

Finally, older people are just more susceptible to injury and death. What may be a minor accident for a young, vigorous person might be serious or fatal for an older, more fragile person.

These are the basic realities.

are not the same as those of older ones. A study conducted in California in 1956 showed that faulty driving habits of older drivers differ in important respects from those of young drivers.

● **Failure to yield the right-of-way appears to be the leading contributory cause of accidents among older drivers. This may be due to unfamiliarity with the rules of the road or to just plain stubbornness.**

According to the California study, right-of-way conflicts figured in only 10 to 13 per cent of accidents involving drivers under 30. Right-of-way conflicts rose sharply with the driver's age—from 23 per cent at 65 to 34 per cent at 75+.

People who learned to drive when auto manufacturing and road building were in their infancy had little regard for right-of-way privileges. This attitude has remained with many drivers down through the years.

● **Speed declines in importance as an accident factor, but it must still be considered. The California study showed that 35 to 44 per cent of drivers 30 and under were speeding at the time of their accidents, while among drivers 65 and up only 18 to 14 per cent were speeding.**

But the posted speed limit is not the only criterion. An older driver who does not exceed the speed limit may still be going too fast in terms of his ability to handle his vehicle properly.

● **Improper turning is a major factor in the accidents of many senior drivers. They often forget about proper procedures. The most frequent mistake: turning from or into the wrong lane.**

Loss of control, resulting from an improper turn, is frequently due to misjudging speed. The older driver is sometimes unable to react decisively enough to correct such a mistake.

● **Disregarding signals is of less importance, but it is noteworthy that the percentage of accidents involving disregard for signals goes up with advancing age. The California study showed this fault to be involved in less than 4 per cent of the accidents among drivers 19 and under—in contrast to almost 8 per cent among drivers 75 and over.**

The figures reflect symptoms. The usual reasons for signal errors are poor vision or hearing and inattentiveness, ailments most common among older drivers.

The other common driving faults (wrong side of the road, drinking, improper passing, etc.) are distributed rather equally among age groups.

What can an elderly individual do to help himself? He can keep up-to-date on the rules of the road. He *must* know his limitations. Then he can enroll in a driver improvement course to sharpen his driving technique. Some of these courses are specifically designed for older drivers.

Community organizations and officials can work along these lines to educate older citizens in matters of pedestrian and driver safety. Programs have to be devised to meet the needs of the age group being addressed. Then the program has to be energetically executed.

PEDESTRIANS

It is interesting to note that nearly *all* pedestrian fatalities involve victims who have never been licensed drivers. Such people are profoundly ignorant of the ways of traffic and of automobiles.

Among adults, this experience lag is particularly evident in the 65+ age group. To this, advanced age adds the complicating factors of faulty eyesight and hearing plus declining physical condition. For these reasons, it is essential that programs aimed at senior citizens be *selective,* that they emphasize the problems peculiar to the audience.

Here are some of the problems that need attention:

- **Facts about speed and stopping distances.**
- **Maneuvering limitations of automobiles.**
- **Compensation for less acute sight and hearing.**
- **Need for up-dating walking habits to fit the modern traffic scene.**
- **And, of course, the specific safe pedestrian practices that apply to all ages such as wearing something light at night.**

Studies have shown that senior citizens particularly are guilty of certain actions that contribute to pedestrian accidents:

- **Improper crossing at intersections.**
- **Crossing between intersections.**
- **Walking on the roadway.**
- **Walking from between parked cars.**

These are the fundamentals of a pedestrian program for elder citizens. The big obstacle will be ingrained habit. Older people may not learn as quickly as youngsters. It is also more difficult to uproot an old habit than it is to form a new one.

Nevertheless, a selective education program under the leadership of qualified professionals who understand the problems of the aged can accomplish a great deal.

AUTOMOBILES—AN ALIEN FACTOR

A significant number of our citizens 65 or older have never driven a car. There are many reasons for this. They reached maturity in the period when cars were still new—and therefore relatively rare. Later, the economics of the 1930's and the war shortages of the 1940's worked to keep them off the road. The result is that many over 65 do not have the driving experience to properly judge the difficulties of controlling and stopping a car. Such people make poor pedestrians. They expect much too much from drivers.

SAFETY MEN GET "BIG PICTURE"

Unique management course outlines changes of coming decade as they will affect community safety organization

by James K. Williams

WHEN managers of state and local safety councils and National Safety Council field service personnel attend training courses, it is not necessarily news. This happens frequently and has been going on for some time. But, when a group of council managers and district directors get together around a conference table for a full week, and discussion about accident prevention per se is incidental, it is news.

From June 6 to 10 of this year twelve managers of safety councils in the East and South, and seven representatives of the NSC Field Service Department were given this unique training experience at New York University.

Sponsored by the Division of General Education, Center for Safety Education, and the Graduate School of Public Administration and Social Science, the advanced seminar in organization management was designed to provide insight into the dynamics of changes now occurring and to explore the social and economic factors which will affect the public safety and the management of social agencies during the next ten years.

The course outline included discussion of Population Patterns in the 60's, Transportation Trends in the Decade Ahead, City Planning and Urban Renewal, Economic Factors in the 60's, Organization Management, and Communications.

Excellent Faculty

An outstanding faculty, chiefly from the Graduate School of Public Administration, was enlisted by Dr. Walter Cutter, director of the Center for Safety Education, and by Dr. Martin B. Dworkis, professor of public administration. Discussion leaders were individuals with highly varied practical experience in addition to academic qualifications. For example, Dr. William L. Grossman, professor of transportation, has been a consultant on transportation not only to numerous transportation concerns but also to agencies of the United States and Brazilian governments. Brent B. Friedlander serves as coordinator of the Institute of Planning and Housing and adjunct assistant professor of planning, New York University. He was chief planner for New Haven, and is an associate in the firm of Raymond and May, city planning management consulting firm.

Other faculty included Leslie Slote, senior management consultant, Office of the City Administration, City of New York, and Meyer M. Kailo, principal management analyst of the Office of the New York City Administrator. Slote and Kailo discussed the growing problems of municipal government and techniques of management applicable to both governmental and private agencies.

Gordon Gravelle, deputy commissioner and chief engineer of the Department of Traffic, City of New York, discussed metropolitan traffic problems, present and future, and Dr. Benjamin Katz, associate professor of economics, projected current economic trends through the 60's, during which period he predicts accelerated economic growth due to continued technological improvements and due to new and greater demands for goods and services.

Economists Speak

Business and other trends were also discussed by J. Frank Gaston, director, Division of Consumer Economics, National Industrial Conference Board, and by Dr. Richard A. Girard, professor of economics, who headed the Consumer Needs Section of the Office of Price Administration during World War II.

Considerable discussion centered on the corporation in the United States, and particularly its role in philanthropy. George Buckingham, director of the Esso Education Foundation, outlined corporate policies, and those of foundations. Leo J. Margolin, adjunct professor of public relations, offered practical advice on fund raising for social agencies and conditions requisite to success in fund raising.

Despite the fact that a minimum of time was devoted to discussion of accident prevention techniques, at the

Delegates survey future at management training session. The one-week training course explored various trends of the 60's.

James K. Williams is executive director of the Connecticut Safety Commission and chairman, Committee on Training, Conference of State and Local Safety Organizations, NSC.

end of the week those in attendance were unanimously of the opinion that this seminar had contributed the most valuable training experience that has been offered to date.

The idea of the seminar was germinated last October when the Conference of State and Local Safety Organizations authorized the Training Committee to proceed with plans to develop an advanced professional training program for safety organization staff executives. Prior to this, the Training Committee had contacted the staff executives of state and local safety organizations to obtain comments and suggestions for an advanced training program. It was obvious from the response that staff executives wanted an advanced training program to deal less with the technical aspects of accident prevention and more with the efficient management of a safety organization.

There is growing awareness, among safety organization managers, of the need to remain alert to social and economic factors which have a direct bearing on the operation of the organization. No safety organization, regardless of size, can today remain untouched by such developments as urban renewal programs, shifts in population from principal cities to suburban areas, and the changing patterns in transportation.

While the safety organization manager must be well versed in the techniques of accident prevention, it is equally important that he be adequately equipped to perform the important function of management. This requires many unusual skills and identifies the safety organization manager as a "generalist" rather than a "specialist." In 1888, Justice Oliver Wendell Holmes stated in a memorable lecture that "to be master of any branch of knowledge, you must first be master of those which lie next to it."

It is now planned to conduct advanced seminars in safety organization management on a regional basis to permit attendance by safety organization managers in all sections of the country. From present indications, the second advanced seminar will be held on the West Coast, with a third seminar possibly held in the Midwest. Basic orientation courses for new managers will continue to be held annually during the week before the National Safety Congress in Chicago.

Driver's Responsibility in Congress Spotlight

THE theme of the 48th Annual Safety Congress and Exhibits, which will be held in Chicago Oct. 17-21, will be "Safety Everywhere All the Time." The opening session will be held in the Grand Ballroom of the Conrad Hilton Hotel at 10 a.m. on Monday, Oct. 17.

Driver responsibility will be spotlighted at the traffic sessions, which will be held in the Congress Hotel as usual.

In planning the program for the traffic sessions, the program committee has considered the congress delegates as an educational force whose job is to teach the drivers of this country the all-important art of self preservation on our highways.

To do this effectively, safety people must know the latest developments in the traffic safety field and their application to everyday driving situations. Equally important—they must know how to pass along this knowledge to the public in terms that the average driver can understand and in a manner that will persuade him to act upon it.

Three-day Briefing

With this in mind, the committee has designed a three-day briefing that will give the delegates the facts and show them how to go back home and sell the idea of personal responsibility to the drivers in their own communities.

This briefing will be done in five general sessions covering the following program areas: accident causes; freeway driving—rural and urban; driving under adverse conditions; the driver and his car, and how to sell motorists' responsibility.

While session presentations will differ enough to give variety, all will follow the same general format:

a. Presentation by individual speakers.
b. Discussion by panel.
c. General discussion.
d. Wrap-up summary by chairman on application.

In all sessions the aim will be to present the latest developments in the particular area covered, but to stress application rather than academic consideration of the material.

In addition to traffic safety experts, speakers will include representatives from the various communications media—people who specialize in the subtle art of persuasion.

Session Shake-up

Since the entire five session presentation was considered of great importance to all delegates—regardless of their area of specialization—no group sessions have been planned. Instead, the usual Tuesday morning group sessions have been replaced by a general session.

Following the highly satisfactory practice established last year, Thursday will be devoted to committee meetings. This scheduling leaves committee members free to attend sessions throughout the rest of the week.

Probably the most popular event of last year's traffic program was the kick-off luncheon. There will be a repeat performance this year. It will be held in the Glass Hat in the Congress Hotel at 12 p.m. on Monday and will be followed by the first general session at 2 p.m.

Roy Haeusler, Chrysler Corp. is chairman of the program committee. Other committee members are: Ray Ashworth, IACP Field Service Division; B. J. Caldwell, Northwestern University Traffic Institute; Norman Damon, Automotive Safety Foundation; E. H. Holmes, Bureau of Public Roads; Paul V. Joliet, Department of Health, Education and Welfare; L. J. McEnnis, Institute for Highway Safety; Alger F. Malo, Department of Streets and Traffic, Detroit; Burton W. Marsh, American Automobile Association; Arthur G. Petry, Outdoor Advertising Association; Fletcher N. Platt, Ford Motor Co., and Daniel G. Reynolds, National Safety Council, secretary of the committee.

Insurance Companies Provide New Motor Vehicle Accident Information

PASSENGER car claim frequencies* for 1957, by state, have been made available to the National Safety Council by four motor-vehicle insurance groups—the National Bureau of Casualty Underwriters, the Mutual Insurance Rating Bureau, the National Association of Independent Insurers and the Midwestern Independent Statistical Service. This is a most important new step toward more precise evaluation of injury and accident frequencies and trends.

Up to now, information on injuries has been limited to reported cases, as summarized by city and state traffic authorities. This information has had only limited usefulness in determining frequencies for different places, or measuring trends, for reasons discussed in earlier issues of TRAFFIC SAFETY—page 43 of the August, 1958 issue, for example. The situation will improve through the adoption by cities and states of the revised accident report and summary forms, which contain provisions for the objective a-b-c classification of injuries. However, it probably will be a few years before this improved classification method is in wide enough use to provide information adequate for estimating purposes.

Although trends cannot be determined from this first report of insurance claims, the data can be translated into approximations of injury and accident totals for the U. S. If the bodily injury rates for insured passenger cars are applied to total motor vehicle registrations, the derived figure is approximately 1,770,000 injuries. (This is not the U. S. total of injury claims because all motor vehicles are not insured. It is the approximate number of injuries of this type which occurred, and the number of claims there would have been if all cars in the U. S. had been insured.) The total of 1,770,000 is reasonably close to the National Safety Council estimate of 1,400,000 *disabling* injuries for the same year. The difference between the two figures could easily be accounted for by claims for non-disabling injuries (minor injuries) which it is contended are being reported in increasingly larger numbers.

As additional insurance company data are made available for subsequent years, and as objectively-classified injury reports gain wider usage, there should be much less difficulty in determining accurate trends, and in making estimates of injury totals that will reflect the true frequency of occurrence of injuries with defined degrees of severity. Through the cooperation of the casualty insurance industry, this worthwhile goal could be achieved in the near future.

*Claims per 100 insured cars.

ATA Chooses Judges For Writing Contest

Three experts in the fields of journalism and traffic safety will serve as judges of the American Trucking Associations' Newspaper Safety Writing Competition.

The judges are Joseph C. Ingraham, automotive editor of the New York *Times;* Robert U. Brown, publisher and editor of the newspaper trade publication, *Editor & Publisher;* and Robert J. O'Donnell, acting manager of the Greater New York Safety Council, Inc.

Ingraham, a recognized authority on highway matters, is the first competition judge who has been a winner in the contest. The New York *Times* automotive editor was awarded a merit certificate in the series of stories category in 1958.

Brown heads the newspaper industry's foremost trade publication, widely read by publishers, editors and newsmen. O'Donnell took charge of the Greater New York Safety Council, one of the nation's largest area safety councils, May 1, after serving as the New York district director for the National Safety Council.

The competition offers $2,700 in prize money to writers of daily, weekly and semi-weekly newspapers and wire services throughout the United States for the best news stories and editorials on highway safety.

People in the News

▶ Franklin M. Kreml, director of the Transportation Center at Northwestern University, Evanston, Ill., has been elected president of the new five-man Chicago Police Board. He will continue as director of the Transportation Center.

▶ James R. Barrett has been named head of the driver improvement and safety program in New York's recently re-organized State Motor Vehicle Bureau. This includes supervision of the safety record files, motor vehicle hearings, public services, issuances of revocations and suspensions, and administration of the point system. Barrett was formerly chief of the state safety division's police and traffic safety bureau.

▶ Bruce B. Madsen has been appointed assistant director for field services, Highway Traffic Safety Center, Michigan State University. He will assume the former field services responsibilities of J. Carl McMonagle, an assistant director of the Center, enabling McMonagle to enlarge his engineering activities.

▶ W. A. "Doc" Huggins is now manager of the Sacramento Safety Council. Huggins, who retired a year ago as traffic coordinator for the State of California, succeeds James R. Jarrell, who resigned to accept the position of district manager of the National Automobile Club.

▶ Three new members have been added to the staff of the Insurance Institute for Highway Safety. They are James Latchaw of West Liberty, Iowa, John E. Smiley of Trenton, N. J., and William J. Toth of Woodhaven, N. Y.

They will serve as consultants in the IIHS technical traffic assistance work in selected states. Latchaw will specialize in traffic law enforcement, Smiley in accident records, and Toth in public safety education.

▶ Bernard S. Morris, vice president of Morris Draying Co., Oakland, Calif., has been elected president of the Eastbay Chapter, NSC.

New Machine Catches Speeders

They're using a new type "speeder catcher" in Garden City, Long Island. It's not a traffic officer and it's not radar. It's a machine called Foto-Patrol, and this is how it works:

Two tapes, cemented exactly three feet apart in the roadway, are wired to a computer which is pre-set to operate at whatever maximum speed police are allowing in the location.

When a speeding car crosses the tapes, it triggers a strobe light.

This light illuminates the rear of the car and its license plate just as a camera goes off—recording on film, the license number, location, date, exact time, and the car's speed.

The machine also sets off a signal in a patrol car down the road. If the motorist zips past the officer, it doesn't matter, says Police Chief Stephen J. Vanderwater, because Foto-Patrol has the picture.

The machine is portable and can be moved to various locations. Tapes will be installed on different roads, but motorists, until they see the flashing light, will not know if Foto-Patrol is watching that location, or for that matter, which lane.

New Traffic Dictionary

A dictionary of highway traffic terminology has been published by the Traffic Institute, Northwestern University.

The book, *Dictionary of Highway Traffic,* systematically shows the differences and similarities among terms currently being used in the various fields related to highway traffic and traffic safety.

This is the first time that the several different vocabularies in the traffic field have been consolidated in a systematic fashion in one volume, according to J. Stannard Baker, Traffic Institute research director and author of the dictionary. William R. Stebbins, Jr., formerly of the Traffic Institute research staff, is co-author.

Radio Engineering Institute Photo

William Stone of Lodge 1445 B'nai B'rith (L) presents award to Gov. Ralph G. Brooks of Nebraska as Howard Pyle, NSC president, looks on.

B'NAI B'RITH ACCEPTS CHALLENGE

A new safety award was born in Omaha, Neb. this year. It came into being because the Omaha Safety Council manager George A. Nothhelfer, speaking to a luncheon meeting of B'nai B'rith representatives, challenged them to help the Council and the community in their fight against accidents. The representatives of Nebraska Lodge No. 1445 accepted the challenge.

In subsequent meetings it was concluded that they could contribute most by recognizing the individual efforts of other people in their attempt to affect the safety of the community. It was agreed that they would award a plaque annually to the person, who in the judgment of the Awards and Recognition Committee of the Omaha Safety Council, most merited this notice of respect and gratitude.

Gov. Ralph G. Brooks of Nebraska was the first recipient of the award. He was selected because of his intense personal interest in and devotion to traffic safety. He created and personally participated in five regional traffic safety conferences, and he personally directed accident prevention activities on the Nebraska highway system during Labor Day and Thanksgiving week ends when Nebraska's highway death toll dropped from sixteen in 1958 to one in 1959.

Traffic Short Courses

Oct. 3-7
Motor Fleet Maintenance—Northeastern University, Boston, Mass. Contact: E. Forrest Hallet.

Oct. 3-21
Traffic Law Enforcement, Administration and Techniques—Northwestern University Traffic Institute, Evanston, Ill.

Oct. 3-21
Supervision of Police Personnel and Activity — Northwestern University Traffic Institute, Evanston, Ill.

Oct. 10-15
Central Region Traffic Court Conference — Northwestern University School of Law, Chicago, Ill.

Oct. 24-Nov. 11
Accident Investigation, Administration and Techniques—Northwestern University Traffic Institute, Evanston, Ill.

November 10-14
Motor Fleet Maintenance—University of Alabama, University, Ala. Contact: W. L. Richard.

Nov. 28-Dec. 16
Traffic Law for Police — Northwestern University Traffic Institute, Evanston, Ill.

Ballots for better driver licensing are presented to Illinois Secretary of State Charles Carpentier by members of the Illinois Federation. Left to right are Mrs. L. K. Segur, Mrs. Marshall Bruce, who is president; Mrs. Marvin M. Craig, safety chairman; Mrs. James H. DeBruin and Mrs. Elmer F. Anderson.

THE WORKING GIRLS

Women's organizations in traffic safety—are they effective? A look at the record gives a clear-cut answer.

by Jack Trimble

"I HOPE you will visualize with me nine youngsters living today because your clubs helped defeat the scooter bill in the Illinois legislature.

"And I want you to also visualize, if you will, 53 men, women and children at this long table. These persons are alive today because you helped with operation SALAD — Save-A-Life-A-Day during December."

The speaker is Mrs. Marvin M. Craig, chairman of the Safety Committee of the Illinois Federation of Women's Clubs addressing the state convention of that organization at the Sherman Hotel in Chicago in May.

I am attending the meeting to interview some of the safety chairmen of the 1,005 Illinois Clubs to find out first hand just how much work women's groups are doing in traffic safety. I came away highly impressed.

It all started when Rollo—he's my favorite professional critic of all that's being done in traffic safety—said to me one afternoon:

"Now how about these women's groups?"

"What about them?" I ask.

"Are they really out there cutting the mustard, or are they just a bunch of puff ball hitters in this traffic safety game?"

"Look, man, those gals really work," I said, "and work hard. They are a powerfully effective force."

"Well now," said our battle-scarred skeptic, inhaling deeply in preparation for a long harrangue I wasn't just about to hold still for, "I read a lot about what they are doing, but just how good is it? I hear out in the field that they give everybody a hard time—try to push the police chiefs and traffic engineers around, give traffic judges bad ulcers and make 'traffic safety haters' out of once pleasant and calm city council members, and —"

"Step down, Rollo, ole boy," I say —you have to be rude to turn him off—"let's not be bound up now with these wild tales you've been spreading ever since your company stoned you into retirement, let's go ask some of the people who know."

So I took him over to see Alice Mills, director of the Women's Department of the Council.

"Alice," I say, "Rollo here, who uses skepticism for blood in that bent ole body of his, says our clubwomen aren't actually doing much of a job for traffic safety. He says they go to meetings, talk up a traffic safety storm, then go home, cook supper and watch television 'till the next meeting."

She tells Rollo very nicely that he is out of orbit.

"Our women's groups are the strongest public support force we have. They are doing splendid work and more of it each year, particularly the General Federation of Women's Clubs," she said.

"Well," said Rollo defensively, "all I was doing was reporting what I hear from some of the guys in the field."

Getting It First Hand

"Now don't take just my word for it, because I work with these groups," Alice said. "You would expect me to be favorably disposed towards them. Go out and ask around, talk to the people who do the work."

"Okay, Rollo," I said, pulling him out of the office before he could get his choppers going, "the state convention of the Illinois Federation of Women's Clubs is in session at the Sherman hotel this week. We'll go over and talk to the women and find out just what they are doing for traffic safety."

Rollo brightened at the prospect and whipped up his pace.

"Easy boy, if I tell them what you've been saying, you'll be about as welcome as rain at a picnic."

Actually, the chance to talk with the women who have been fighting the traffic safety battle out on the Main Street firing line has numerous bright aspects. And besides, it is a beautiful day out on Michigan Avenue.

"Now before we go," I tell Rollo, "let's get hold of a few knowledgeable people out in the field—not those critics you've been barbering with—and see what they say about clubwomen and traffic safety."

I reached Bob Campbell, co-ordinator for the Division of Traffic Safety for Illinois. He said:

"Women's groups have given us tremendous help. Principally five statewide women's groups have been active. These are the Illinois Federation of Women's Clubs, Altrusa International, the Illinois Business and Professional Women, The Zonta Clubs, and the Illinois Farm Bureau Women's Committee."

He praised the work of Mrs. Marvin Craig of Ornada, Ill., safety chairman for the Illinois Federation, and told us to be sure and talk with her at the Sherman. He also suggested that we talk with Mrs. Florence Thomas, director of Farm Bureau Family Activities for the Illinois Agricultural Association.

Carol Lane Winner

I reached Mrs. Thomas at her office. She said:

"Our women are doing splendid work in traffic safety in Illinois and many other states. Last year our committee was second place winner in the Carol Lane Awards for its promotion of the work of clearing obstructions from rural intersections and providing proper lighting of farm vehicles."

The program is being repeated this summer.

"Last year nearly 4,000 rural people from 73 counties surveyed 3,717 corners for possible hazardous sight conditions. They found 1,381 needing attention and helped clear 984 corners of removable obstructions. Topping corn and clearing brush from corners were the main methods used to get rid of obstructions," Mrs. Thomas said.

She said about 2,000 rural residents of the state worked on the vehicle lighting project, contacting about 1,500 implement dealers and farmers.

Wider Understanding

I next called Mrs. B. V. Todd, director of the Women's Division of the Automotive Safety Foundation and chairman of the Safety Division for the General Federation of Women's Clubs. She said:

"Perhaps the most important result of the work that women have been doing in the traffic safety field has been the development of ever wider public understanding and support for official action. This is the first essential of progress."

Mrs. Todd said most GFWC clubs throughout the nation concentrated on and promoted programs for the improvement of traffic courts, upgrading driver licensing standards, better highway facilities, high school driver education, driver retraining courses, and bicycle and pedestrian safety.

Turn Page

The Illinois Farm Bureau Women's Committee cleared obstructions from rural intersections. Below is intersection in DuPage County before clearing. The same intersection is shown after work was done.

Rural residents of Effingham County, Ill., examine poster used by Farm Bureau Women to promote use of flashing lights on farm equipment as a safety measure.

The California Federation of Business and Professional Women's Clubs support the National Federation's newly adopted study program of traffic signals and signs with billboards on display in strategic traffic centers in California.

Mrs. Marvin Craig, Illinois Federation safety chairman, left, visits NSC's new Signs of Life exhibit at convention. A. M. Campbell of the Division of Traffic Safety manned the booth. At right is Mrs. DeBruin of Springfield.

But before going into further details of these programs as reported by Mrs. Todd, let's go over to the Hotel Sherman and meet some of the women Rollo the skeptic has been maligning. Rollo is ready, of course, and I carefully remind him to mind his manners and act his age.

We arrive at the exhibit hall on the mezzanine floor. The place is swarming with women of all ages. They wear cloche, coal-bucket, petal, floppy and rocket-cone shaped hats of all colors.

The decibel reading is approaching the critical range. The women are dressed in their finest, are happy to have a few days away from the kitchen, the kids, the old man, and for a chance to enjoy the fellowship of club workers from all parts of the state.

Rollo, his eyes rolling from side to side like a locomotive's headlight, is rocking happily from heels to toes.

550 Programs

Mrs. Craig gave her very brief report, describing the life saving projects of Illinois clubwomen, shortly after we arrived. In addition to reporting on the Illinois groups' successful fight to repeal the motor scooter law which permitted youngsters under driving age to operate motor scooters, and the defeat of a Senate bill which called for the licensing of 14 and 15 year old operators of motor scooters, Mrs. Craig told how 550 clubs in the state had conducted safety programs during her term as chairman.

"In the year ahead our Federation can be a big and powerful force in the promotion of traffic safety in our local communities by providing citizen support for officials, and by taking an active part in the promotion of better legislation," she said.

Later we had a chance to talk with Mrs. Craig in the exhibit hall and learned that through her dynamic leadership a kit containing source information for the guidance of safety chairmen had been prepared and distributed to the 1,000 Illionis clubs. These were assembled by the Ornaga Women's Club. Also, to give her safety chairmen a better understanding of the traffic needs of the day, Mrs. Craig, in cooperation with the Women's Department of the National Safety Council and other agencies, conducted three regional traffic safety seminars. These were held in January in Chicago at

N.S.C. headquarters, in Springfield, and in Carbondale, Ill. The kits and the seminars made possible many local community safety projects.

"Now then," I say to Rollo as Mrs. Craig leaves to find some of her safety chairmen for us to interview, "what do you think now? Does it sound to you like these girls are all the time down at city hall making silly proposals to over worked traffic officials, or are they on the beam?"

"Well, looks like I've been handling some bad paper," he grumbled.

Provide Films

Mrs. Craig returned and introduced us to Mrs. Keith S. Smith, safety chairman, and Mrs. Ronald Smiley, president, of the Kankakee, Ill., Women's Club. They said their main project is providing traffic safety and other safety films for the school system.

This year they reached 2,500 teenagers with a special program which featured Frank Burrows, Jr., lecturer for the Citizens Traffic Safety Board of Chicago.

"We have 611 members," Mrs. Smith said. "We have found one of our problems to be lack of traffic safety program coordination in our town. We meet and discuss things we might do for traffic safety and agree on a project only to find other groups doing or planning the same thing. What we need is a local safety council, or some centralized agency to handle planning and coordination."

The club assisted the Junior Chamber of Commerce with the Vehicle Safety Check this year, and they help Chief Wallace Flannery of the Police Department in any way possible.

We next met Mrs. Leon G. Gonigam of Ottawa, Ill., state Junior Secretary, whose club is supporting important traffic safety improvements being made there by a new Mayor's Committee on Traffic and Safety headed by Robert McKay of the high school.

"This is a lay group representing all interests of our city," Mrs. Gonigam said. "They made numerous recommendations to the Mayor, many of which have been acted on. We now have permanent loading and unloading zones for trucks, and increased fines for violators. We have new flow direction signs in our municipal parking lots and new traffic lane and crosswalk markings downtown, the cost of which was shared by the city and the Ottawa Junior Chamber of Commerce. We also have better enforcement of all traffic laws, and improvement has been made in handling traffic flow near our schools," Mrs. Gonigam reported.

Mrs. Spencer Blim, Jr., president of the Chicago Heights Junior Woman's club which has 81 members said her club's main safety project this year was showing safety films to 6,000 students in 14 schools.

"It took two of us two weeks, and about 200 hours, to cover the 14 schools, and it was a job, but a rewarding one. My partner has a small child and had to have a baby sitter on each day we were working," she said.

Two of the club's meetings this year were devoted to study of traffic signs, signals and markings.

Award Winning Job

The Dietrich, Ill., Woman's Club has only 33 members, and yet they did a tremendous safety job and won an award. Mrs. L. A. Krabbe is safety chairman and Mrs. Maxine Mascher is president.

Mrs. Victor L. Smith, Robinson, Ill., president of the 23rd district which has 41 clubs and 2,373 members, praised Mrs. Krabbe's work.

"These clubs have been taught to cooperate and help their city officials," Mrs. Smith said. "As an example, at Dietrich the girls believed a stop sign was needed at a certain intersection. They went to the officials and offered their help. As a result, 10 of the women took part in a traffic count at the intersection and the sign was installed by city officials.

"The club also conducted a bike rodeo, worked to obtain new flasher lights on a nearby highway, conducted a special safety meeting for all school children during May, and conducted an educational program concerning use of plastic cleaning bags. The club placed safety literature in every home in town," Mrs. Smith said.

We found Mrs. Craig again in front of one of the two traffic safety exhibits. One was the National Safety Council's new Signs of Life exhibit manned by A. M. Campbell, safety advisor for the Division of Traffic Safety. The other exhibit was a battery of psycho-physical tests staffed by the Women's Department of NSC.

"Well, Rollo," Mrs. Craig said, "aren't you impressed with what our clubs are doing?"

"You've made a believer out of me," Rollo admitted.

"It's too bad you don't have time to meet all our people," Mrs. Craig said. She then gave us a brief résumé of the past year's work.

Fifty-four clubs reported that their cities are enrolled in the NSC Annual Inventory for Traffic Safety Activities, and 46 others took action urging that their cities enroll.

Ten new schools were enrolled in the School Safety Honor Roll Program, 53 clubs urged that their schools become enrolled, and 54 clubs reported their schools now enrolled.

Seven clubs took part in traffic court improvement programs in their communities; 48 clubs reported driver retraining programs in force, and 80 assisted with holiday safety campaigns.

Twenty-seven clubs sponsored or assisted in the Community Vehicle Safety Check Program, 23 clubs sponsored bicycle safety projects, and 53 took part in playground safety activities.

When we got back to the office Rollo held up his hands in surrender.

"I give up—I was wrong, these dames are the most. Now my feet hurt. I'm going home and soak 'em. I've heard enough about women for one day."

He wouldn't stay to hear about some of the things the Federation is doing nationally.

Heads in the Sand

Mrs. Todd had given me a brief résumé of the Federation's program and suggested that I examine reports of state safety chairmen. These convinced me more than ever that traffic officials who do not work with these groups truly have their heads in the sand.

Mrs. Todd described in some detail the traffic court improvement program and work done to upgrade driver licensing standards.

The Traffic Court program got underway four years ago. Co-workers are the Junior Bar Conference and the American Bar Association's special committee on Traffic Court Program.

To Page 49

French Reaction To Sensationalism

The French auto manufacturers believe in safety but they resent the sensational tone of many of the accident stories appearing in the press, to judge by a feature in a recent issue of *Bulletin Citroen,* employe publication of the Citroen company.

Under the headline, "Journalistic Exageration," *Bulletin Citroen* presents a montage of accident headlines, such as "Dead in One Month on the Highways of France," with portraits of the victims; "First Week-End of Spring—50 Dead"; "Highways — One Dead Every 65 Minutes"; "Terrible Collision—3 Dead, 2 Seriously Injured."

The story quotes La Rochefoucauld: "In the misfortunes of our friends, we always find something that does not displease us."

"Is it in this maxim that certain journalists find sufficient reason for smearing the pages of the daily papers with blood?" asked the *Bulletin.* It goes on to state that these journalists ignore the fact that other accidents in France are twice as numerous as traffic accidents.

"One does not educate by frightening," the article continues. "Creating an unreasoning fear does not prevent accidents. The press can play a useful role in pointing out the most frequent causes of accidents and the most effective remedies."

Traffic "Buck Passers" Shown Up in Film

Drivers who always blame "the other fellow" for their traffic troubles get a disconcerting look at themselves through the magic mirror of motion pictures in a highway safety film "To See Ourselves."

Produced by Aetna Casualty and Surety Co., the film grants to modern motorists the oft-quoted wish of Robert Burns to see ourselves as others see us.

"To See Ourselves" is the latest in a series of public safety films produced by Aetna Casualty's photographic bureau. Other films made by the company cover such topics as home, industrial, sports and water safety, fire and crime prevention.

Fred Potenza of NSC staff explains Inventory to city officials and representatives of Pioneers Club and Western Pennsylvania Safety Council.

PIONEERS BLAZE NEW TRAIL

Thirteen may prove to be an unusually lucky number for the cause of traffic safety in the Pittsburgh area. That's the number of the Fort Pitt chapter of the Telephone Pioneers of America—the telephone industry's employes' association. Formerly, the members of Fort Pitt #13 were mainly interested in providing friendly associations for the longer service employes in the telephone industry. Now, they have adopted the promotion of safety in driving as a community service project.

A committee has been formed within the chapter to further this promotion. The committee is composed of a representative from each of the 10 councils of Pioneers which are scattered throughout western Pennsylvania where similar committees are set up among the council members.

As a beginning, the committee has accepted a challenge by the Western Pennsylvania Safety Council to assist the city officials and police officers of the respective municipalities in the area having 10,000 or more population in completing an Annual Inventory of Traffic Safety Activities.

The Traffic Inventory is a mutual assistance program which helps cities to help themselves and each other by pooling of information. The Inventory attempts to let every city and state know how its traffic safety performance stacks up with that of other states or cities of similar size. It also provides a blueprint showing what can be done to cut traffic accidents to the minimum. The program is administered by the National Safety Council.

The values of the Inventory program were explained to a meeting of the Fort Pitt Pioneers by Fred Potenza, NSC traffic engineer, who was dispatched to Pittsburgh once Chapter President Edwin J. Shuey and Western Pennsylvania Safety Council Manager Harry Brainerd agreed on the nature of the project. Both District Director Richard Whitney of the National Safety Council and vice president of the Pennsylvania Pioneer's club were present when Potenza carried on his one day workshop to acquaint interested city officials and Pioneer members with the workings and the value of the Traffic Inventory. Slides and charts were used to give those present a fuller working knowledge of the program's uses.

As a result of this meeting, the Pioneers returned to their respective communities to explain to civic and enforcement officials the merits of the Traffic Inventory Program; to urge authorities to heed recommendations brought out in the Inventory reports and to fully support campaigns or other action necessary to achieve solutions to the problems pointed out in the Inventory.

The Pioneers will elicit citizen support for Inventory recommendations in order to cut the traffic accident rate in their communities.

BOOSTER MATERIALS

ORDERS FOR NEW POSTERS SHOWN CANNOT BE SHIPPED UNTIL AFTER OCTOBER 1

Alertness, Good Vision—Aids to Good Driving

Night Driving—The completely different world of driving after dark. This fact sheet points up the vast difference between daylight and nighttime driving, in terms of increased hazards. Emphasizes reduction in ability to see by use of artificial light, and corresponding increase in traffic trouble when sun goes down and headlights go on. Drivers make traffic decisions based on what they can see. This fact sheet will help to encourage sensible nighttime driving techniques. Stock No. 329.96—27.

Good Vision Protects You—Stresses the essential need for good vision in all traffic conditions, offers hints on visual skill for drivers, on saving your eyes, and on what needs to be done to maintain good visual standards among motorists. Also explains what good vision is and how various aspects of it relate to driving abilities. Stock No. 329.96—31.

Good Visibility Is a Must—A fact sheet that is actually a check-list of items that, when properly maintained, will aid in providing good visibility. Tells how to be seen by other motorists and what drivers can carry with them to insure good visibility in all types of weather. Stock No. 329.96—32.

Order by title and stock no., e.g. **Boat Trailers** (329.96-2). TRAFFIC SAFETY reprint prices: minimum order 50, each: 50, $.05; 500, $.035; 1,000, $.028; 5,000, $.025; 10,000, $.02.

NEW TRAFFIC POSTERS FOR NOVEMBER POSTING

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T-1992-C 25x38
T-1993-A 8½x11½

©NATIONAL SAFETY COUNCIL

T-1994-B 17x23

ALTERNATE POSTERS FOR NOVEMBER POSTING

(These posters may be ordered for immediate delivery)

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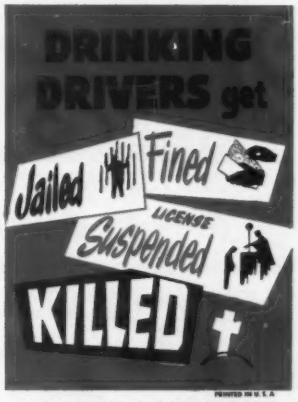
T-1209-C 25x38
T-1210-A 8½x11½



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T-0912-B 17x23

PRICES FOR ABOVE POSTERS

Traffic Posters—T-prefix to number

	1-9	10-99	100-999	1000-4999*
A Size	$0.17	$0.12	$0.07	$0.06
B Size	.30	.20	.165	.132
C Size	.40	.30	.24	.22

YOUR CREDIT LINE can be imprinted at time of the press run on Traffic B and C posters only. Orders for imprints on November posters above must be received by September 10, 1960.

Imprinting charges for these posters are $2.25 per lot plus an initial charge for each electroplate of $21.00 for C poster imprint and $12.50 for B poster imprint.

*Write for prices on quantities of 5,000 or more for special rates on annual poster orders.

PRICES SHOWN ARE SUBJECT TO A DISCOUNT OF 10% TO NATIONAL SAFETY COUNCIL MEMBERS

FLEET POSTERS

POSTER PRICES

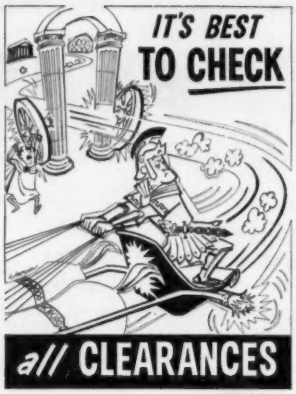
Posters illustrated on these pages are included in the automatic Motor Transportation poster services. Automatic poster sets are available on yearly subscription that provides (4) subjects per month viz. (2) "A" size (8½"x11½") and (2) "B" size (17"x23"). Automatic service is provided in the following categories:

City Truck	City Bus	Annual price 1-4 sets, $9.90; 5-49, $7.80; 50 or more, $6.44.
Intercity Truck	Intercity Bus	
Sales Truck	Taxicab	
Truck Terminal	Bus Terminal	

Posters are available for individual selection at the following prices:

	1-9	10-99	100-999	1000-4999*
A size, any selection	.17	.12	.07	.06
B size, any selection	.32	.23	.195	.155

All prices shown are subject to a 10% discount to National Safety Council Members. *Write for prices on quantities of 5,000 or more. See page 29 for prices of posters with T-prefix.



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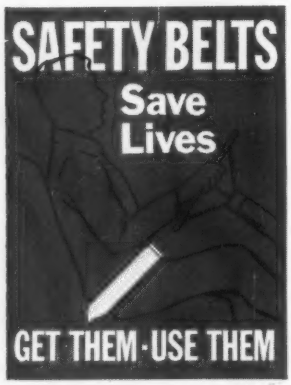

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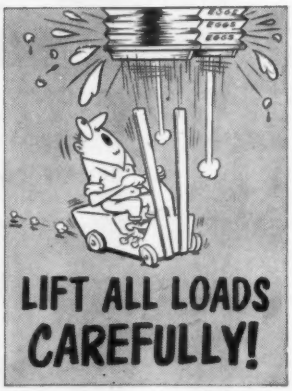

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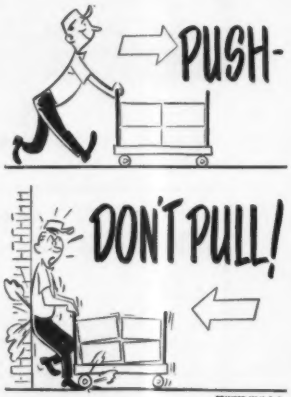

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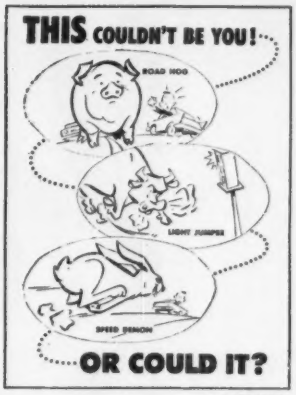
V-1963-A 8½x11½



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V-1964-B 17x23

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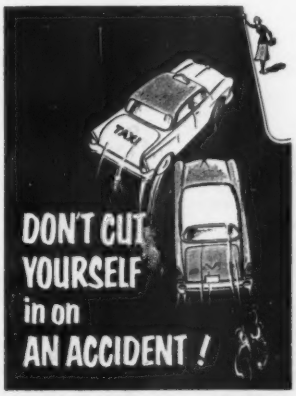

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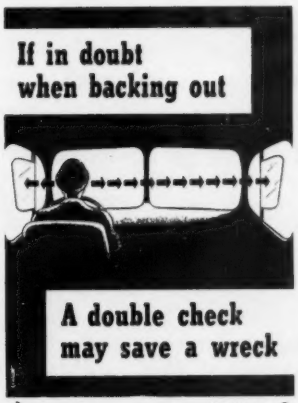

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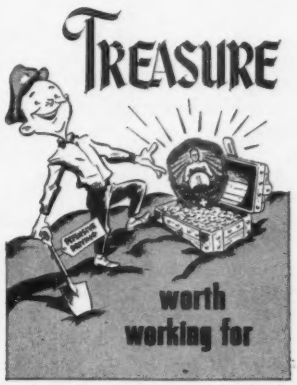

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THE MEDIC PAYS HIS OWN WAY

by Harold Brandaleone

A GOOD medical program can be a valuable asset to your transportation team. Economies and efficiency may be accomplished by reducing the accident rate, reducing absenteeism, and decreasing compensation costs.

These goals may be reached by the establishment of a comprehensive medical program consisting of improved driver selection, through meticulous preplacement examinations; periodic examinations; and carefully supervised industrial health service, including health counselling.

The preplacement examination should consist of a detailed interview in the personnel department, including practical psychological tests. Following this the candidate should be given a complete medical evaluation which includes a thorough history and physical and mental examination. Detailed visual tests should also be performed, including the Snellen and binocular tests as well as tests for peripheral vision, depth perception, and glare resistance.

In addition, a urine examination, chest x-ray and serology should be performed. All candidates past 40 years of age should also receive an electrocardiogram.

The medical examination should be evaluated on the basis of recommendations published by the Industrial Medical Association and by the American Medical Association.

The periodic physical examination, similar to the preplacement examination, should be performed every two years on all drivers up to the age of 45, and annually thereafter.

Comprehensive medical care should include diagnostic examinations and health counselling, as well as close liaison with the family physician. Such a service will prevent prolonged illness and absenteeism. The medical department should know whether the employe is suffering with an illness that might make the driver a public hazard.

In addition, a good medical department should administer prompt and expert therapy to employes who suffer industrial accidents. Such service will prevent unnecessary time off and prolonged disability. Such a program with interested, well-trained physicians will have no difficulty in gaining the respect and admiration of the employes. That such a program can really be effective was proved in a large urban transit company that was under my jurisdiction. I might add that the cost of running such a department for one year could be less than the cost of one serious accident. Management must understand that any expenditure for the establishment of a good medical department is small compared to the large savings that can be accomplished.

The comprehensive medical program I have reference to was introduced in 1947. This included improvement in personnel and safety procedures. The accident rate in 1946 was 6,377 accidents. This number was gradually reduced to 2,568 in 1953 and 2,713 in 1956—a reduction of approximately 50 per cent.

The three major factors involved in motor vehicle accident prevention are the road, the vehicle, and the driver. Great strides have been made in the improvement of the road and the vehicle. However, the human element, the major factor in accidents, has been neglected. It is in this category that the physician exerts most influence in the prevention of motor vehicle accidents.

It must be remembered that a driver may be suffering with a disability that temporarily or permanently disqualifies him from driving. He may be suffering with an illness that directly or indirectly interferes with his ability to control a motor vehicle.

We must also remember that patients suffer with varying stages, or degrees, of illness and each driver must be individually evaluated.

The examining physician must ask himself the following questions:

Dr. Brandaleone is chairman of the committee on standards for motor vehicle drivers of the Industrial Medical Association.

Does the patient have the personal characteristics of a safe driver? Is he emotionally stable? Does he become fatigued more readily than normal? Does he take any drug that would interfere with his ability to drive with safety? Then from the physical standpoint we must determine whether the patient is suffering from a physical disability. Is his vision normal? Does he have diabetes or vertigo that might interfere with his ability to drive? Is the patient suffering with some neurological disease or some other disorder that might cause him sudden loss of consciousness while driving? If the physician is able to answer these questions, he should be in a position to determine whether the candidate is qualified to drive with safety.

Personal Characteristics — The personal characteristics usually associated with repeated accidents or with a high accident rate are: 1. low intelligence, 2. youthfulness, 3. egocentricity, aggressiveness, antisocial trends and social irresponsibility.

Emotional Disturbances — Normal individuals may temporarily become emotionally upset as a result of numerous stress situations. Temporary emotional instability may impair safe driving ability. An individual may become so involved in his problem that he is indifferent to traffic and the world about him, or he may develop an actual depression and psychomotor retardation with slowed reflexes. This would cause him to be an unsafe driver. He may also become antagonistic, impulsive, or openly aggressive, with loss of judgment and sense of caution. Some individuals may be in the state of emotional instability more or less permanently and for this reason may be unsafe drivers until they have a better understanding of themselves.

Patients with psychoneurosis represent an unknown factor as far as highway safety is concerned. Each patient requires an individual evaluation regarding his alertness, social behavior, and possible psychomotor retardation.

A careful appraisal must be made of such patients taking into account the medication they may be taking to determine whether they are able to drive with safety.

The psychotic individual also requires individual determination. Usually the frankly psychotic patient will be under hospital care and incapable of driving a motor vehicle. Those individuals who are not hospitalized and are using some of the newer drugs require very careful evaluation to determine their ability to drive safely.

Fatigue — Fatigued, drowsy and sleepy drivers are responsible for many accidents because they are unable to make split second decisions since their reaction time has been slowed. Some individuals may be victims of "highway hypnosis" after driving on monotonous super highways. Persons should be advised against the development of fatigue and told not to drive more than eight hours in one day. The vehicle should not be kept too warm and the driver should be advised to stop and exercise every few hours and to take caffeine in the form of coffee or cola drinks.

Drugs — Numerous drugs, either self-administered or taken at the direction of a physician, may produce reactions in some individuals that would impair their ability to drive a motor vehicle with safety. The degree of impairment varies tremendously. Physicians should alert their patients not to drive until they are assured of experiencing no adverse reaction to any new medication.

Central Nervous System Depressants—These drugs will induce drowsiness, and patients taking these medications should not be permitted to drive. Hypnotics, sedatives and anesthetics not only depress central nervous system activity, but also produce drowsiness and sleep. Small doses of these drugs may temporarily improve a nervous person's ability to drive, but usually patients requiring such medi-

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If You're Satisfied, Something Is Wrong!

by George Odiorne

THE payoff is what we are all after in fleet safety. We judge our safety programs by the results they produce.

Many things have been working for us. For example, we are getting better highways, better equipment, better braking systems. Some things have been working against us, too. We have more automobiles on our highways today—with fewer trained drivers in many instances.

But, in the long run, whether circumstances are working for us or against us, as fleet safety men we will be judged on results.

At one time in Pittsburgh, there was a baseball manager who was an expert in managing baseball teams. He was very good at it. He knew all the positions. He could coach the players, and the players liked him very much. He had the ability to rouse a team for a particular game. He could handle the newspaper and the press. He was a colorful fellow. He was going pretty good at the box office.

One morning, the owner called him in and fired him. You see, he had one problem, he wasn't winning enough ball games. The reporters asked him, "Don't you think it's little unfair? You're a good manager. You've given years of loyal service. You've done a lot of fine things for this team. Everybody thinks you're doing good. Was this fair?" He said, "Sure it's fair. You have got to win ball games if you are a good manager." I think this might be carried over into the kind of work that we're talking about here. Because unless we're winning, we probably have a little more to do.

There are some qualities about a "results getter" that make him different from the average person.

The safety manager who makes things happen, doesn't just react to things that come up to him. He isn't a person who is only a score keeper. He does keep good records for purposes of review, but he doesn't do only this. He isn't a person who just answers questions when drivers or managers come in. He is not a person who stands up like blind justice in front of the court house and weighs facts, figures, data on each scale, and lifts his blindfold and says the left side is the lower side.

Anyone can do this!

The person we want can make things happen. He not only reacts to the situation, he decides what should be done. He makes out a program as to what is possible in a framework, and moves others and himself to get it done.

To a certain degree, the results getter is a little bit of a visionary. He's got a form of imagination that is unique. Characteristically, a good safety man is dissatisfied with the status quo. However satisfied his colleagues may be, or even his boss, he is perpetually dissatisfied with his own achievements to date. He is dissatisfied with the big things. He is dissatisfied with the little things. His constant effort toward improvement is not something that is imposed on him by someone else, it is generated from within himself.

Now, you don't have to be born with this; you can develop it. You can develop it through effort and contact with your colleagues. You can develop it out of contact with your work. Wherever it comes from, this is a quality of the results getter.

The second characteristic of the results getter is the ability to review all pertinent data, but to select only that material which is important. In other words, he knows that in every situation there are countless things that he could be doing or looking at. Things he could be inspecting, watching or working on. However, he must be selective.

You are familiar with the type of person we call a putterer. To him, every message, report or piece of information seems to have equal importance. We know that this isn't true in life, and certainly not in safety. This man walks along and justifies his attention to detail by saying, "Safety is a detailed business, you've got to see everything."

On the other hand, the results getter can see the need for plant policy improvements or deviations. He knows that his safety policies are the basis for efficient work procedures. As he works in a managerial capacity, he relies more and more on these policies and procedures.

The third major characteristic of the safety manager who gets results is that he is very effective in getting and using peoples' ideas. He knows that people will act more efficiently, and they will act more favorably, if they have a part in the decisions that affect them.

A University of Michigan survey research center has completed work on all sorts of organizations, insurance companies, banks, loan companies and public utilities in which construction men, drivers, skilled and unskilled men of all sorts have been involved. They have found that the really successful programs have been partly planned by people actually performing the job and carrying out the policies, rules, regulations, procedures. These people have participated in the decisions that affected them.

Let's take an example. Men have often said, "The people who are driving, sometimes the old professional drivers, don't go to the meetings. What's the answer to this?" They are just a little weary of being told the same thing over and over and over. They would like to have someone get them involved.

More specifically say, "How would

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George Odiorne is a Professor of Industrial Relations at the University of Michigan in Ann Arbor.

Richard O. Olson Wins Dow Award

RICHARD O. OLSON, Safety Director of the Dan Dugan Oil Transport Company of Sioux Falls, S. D. has been named winner of the 1959 Marcus A. Dow Memorial Award.

The nation's top honor to a fleet safety director, the Dow Award consists of a $500.00 cash award and the Dow Award plaque inscribed with the winner's name.

Olson, ninth winner of the award, has been safety director for the Dan Dugan Oil Transport Co. since 1947 and has full responsibility for the company's safety program. The company's fleet of 106 vehicles employs 140 drivers and 81 other employes in the delivery of vital petroleum products from eight terminals in South Dakota, North Dakota, Minnesota and Iowa.

During that time, the Dan Dugan Co. has established an outstanding safety record, winning more than 50 national and state safety awards. Among these were six National Tank Truck Carriers-Trailmobile Awards, the nation's top tank truck fleet award. In 1957, the Dan Dugan fleet won the American Trucking Association's President's Trophy—grand award over all fleets competing in that Association's annual National Truck Safety Contest.

The Dugan program has consistently emphasized highway courtesy, sound management, and concern for off-the-job safety as a three part program to prevent accidents. Courtesy on the highway is regarded as the only truly positive approach to safe driving. The company's concern for the safety of employes off-the-job, and for the traveling public, indicates the sincerity of the program.

Olson has written a number of articles on fleet safety engineering for the TRAFFIC SAFETY magazine, the *Commercial Car Journal* and other national and regional publications, particularly emphasizing the need for continuous driver coaching and the importance of sound design and maintenance of vehicles for safety.

He has lectured at fleet supervisor training courses at South Dakota State College, the University of Kansas, University of Minnesota, University of Denver and Purdue University. He has participated in the Commercial Vehicle Section Congress programs of the National Safety Council and the annual programs of the American Trucking Associations in addition to speaking before many other groups of professional fleet safety engineers.

He is a member of the following: the Executive Committee of the National Safety Council's Commercial Vehicle Section, the Executive Committee of the American Trucking Association's Council of Safety Supervisors, the National Committee for Fleet Supervisor Training. On a state level, he is a member of the South Dakota Governor's Committee for Traffic Safety.

Olson is presently the president of the Sioux Falls Safety Council and has served on its board of control since 1950. Through the Sioux Falls Council, Olson organized the first continuing safety program for commercial vehicle operations in the community. He is particularly proud of his work with the Boy Scouts where he has served as safety merit badge counselor since 1951. He was also district safety chairman during the Scouts Safety Good Turn and last year conducted a district-wide first-aid training program.

Olson is a graduate of the University of South Dakota. He was the safety director of Portage Ordnance Depot, Ravenna, Ohio, prior to his employment at Dan Dugan Oil Transport Co. He is married and has six children.

The committee of judges that selected the winner of the Dow Award consisted of William B. Barton, general counsel, U. S. Chamber of Commerce, (chairman); E. G. Cox, chief, section of motor carrier safety, Interstate Commerce Commission; W. G. Macintosh, manager, engineering department, Hartford Accident & Indemnity Co., and Chris Imhoff, motor transport department, National Safety Council (secretary).

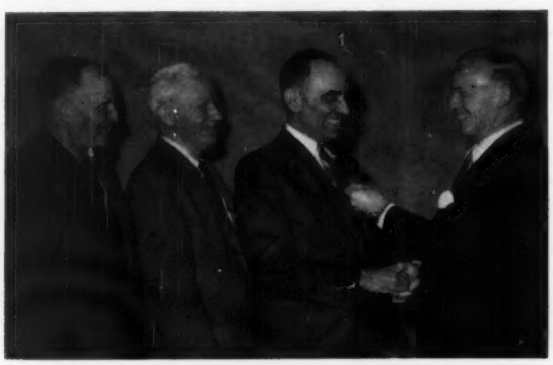
The award is a memorial to the late Marcus A. Dow, first general safety director of Greyhound and onetime president of the National Safety Council. Established in 1951, through a grant by the Greyhound Corp., and administered by the National Safety Council, the Dow Award is designed to recognize, reward, and foster high standards of professional achievement in motor transportation safety engineering.

FLEET NEWS AND VIEWS

GOV. ROBERT MEYNER of New Jersey presents Elliott G. Ewell, executive vice president-sales, Mack Trucks, Inc., with the National Safety Council's Public Interest Award, citing the company for "exceptional service to highway safety," as Albert G. Crockett, Mack's director of sales development, looks on. For the past five years, Mack Trucks, in cooperation with the ATA Foundation, has sponsored a summer-long highway safety and trucking education series over NBC's Monitor weekend radio program. Award marks second successive year that NSC has cited Mack for its contribution to highway safety.

A UNIQUE organization, the Million Mile Club, has been established at the Naval Supply Depot, Newport, R. I. to recognize depot drivers for their outstanding safety record—1,260,000 accident-free miles—rolled up by 35 men driving vehicles ranging from sedans to semi trailers. Shown with charter are Joseph A. Radice, Newport police chief; CWO R. P. Wittenberg, depot transportation officer; Capt. T. A. Brown, commanding officer of the depot; E. J. McCartney, deputy registrar R. I. Registry of Motor Vehicles, and R. M. Lussier, depot safety officer.

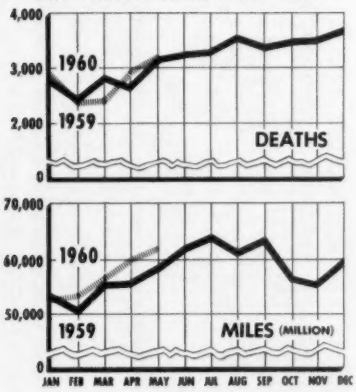
STEPHEN P. KENNEDY, New York City police commissioner, praised Railway Express truck drivers for their outstanding safety records as he presented them with National Safety Council 25-year Safe Driver Awards. The award recipients represented a total of 487 Railway Express drivers in the metropolitan area who earned NSC awards for their fine accident-free safe driving performance in 1959. In picture REA drivers Frank E. Davis, Lawrence M. Cooper and Sal Palermito, all Brooklynites, receive congratulations from Commissioner Kennedy.



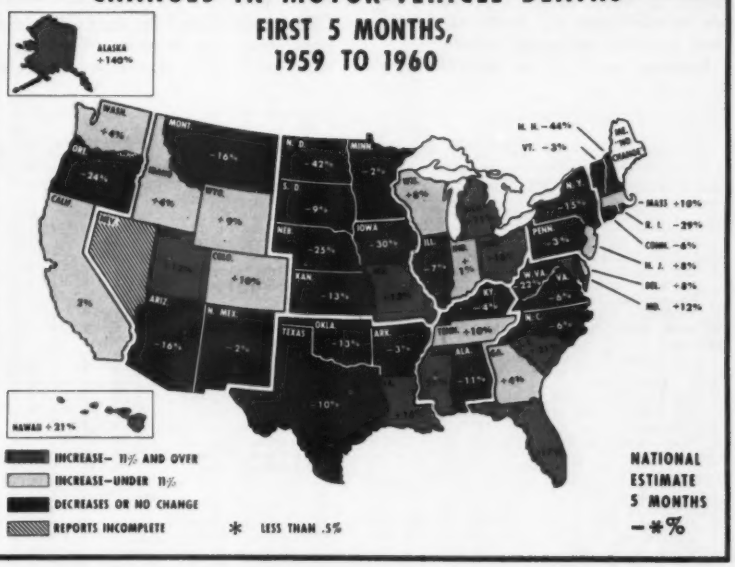
From Page 8

	Reg. Rate	Pop. Rate
Group I (Over 1,000,000)		
Chicago, Ill.	2.0	5.3
Detroit, Mich.	3.0	10.3
Los Angeles, Calif.	3.2	17.5
Group II (750,000 to 1,000,000)		
St. Louis, Mo.	2.3	8.4
San Francisco, Calif.	3.2	12.1
Cleveland, Ohio	3.6	11.1
Group III (500,000 to 750,000)		
Milwaukee, Wis.	1.4	6.1
Seattle, Wash.	1.5	7.5
Houston, Tex.	2.0	11.8
Group IV (350,000 to 500,000)		
Columbus, Ohio	1.5	5.5
Portland, Ore.	1.6	9.3
Denver, Colo.	1.6	9.6
Group V (200,000 to 350,000)		
Wichita, Kan.	0.7	4.3
Providence, R. I.	0.7	3.9
Grand Rapids, Mich.	0.8	4.5
Group VI (100,000 to 200,000)		
Lincoln, Neb.	0.0	0.0
Arlington, Va.	0.4	1.5
Saginaw, Mich.	0.4	2.2
Group VII (50,000 to 100,000)		
Topeka, Kan.	0.0	0.0
Schenectady, N. Y.	0.0	0.0
Colorado Springs, Colo.	0.0	0.0
Group VIII (25,000 to 50,000)		
Tyler, Tex.	0.0	0.0
Yakima, Wash.	0.0	0.0
Cheyenne, Wyo.	0.0	0.0
Group IX (10,000 to 25,000)		
Boulder, Colo.	0.0	0.0
Mesa, Ariz.	0.0	0.0
Greeley, Colo.	0.0	0.0

MONTHLY MOTOR VEHICLE DEATHS AND TRAFFIC TRENDS 1959-1960



CHANGES IN MOTOR-VEHICLE DEATHS
FIRST 5 MONTHS, 1959 TO 1960



MOTOR VEHICLE DEATHS AND CHANGES

Months	DEATHS				PERCENTAGE CHANGES Corresponding Month			4 Mos. Mov. Ave.**	
	1956	1958	1959	1960	1956-1960	1958-1959	1959-1960	1958-1959	1959-1960
January	2,954	2,709	2,790	2,900	— 2%		+ 4%		0%
February	2,652	2,398	2,430	2,380	—10%		— 2%		+ 1%
March	2,940	2,598	2,860	2,400	—18%		—16%		— 3%
April	2,970	2,595	2,650	2,910	— 2%		+10%		— 1%
May	3,094	2,937	3,110	3,200	+ 3%		+ 3%		— 1%
5 Months	14,610	13,237	13,840	13,790	— 6%		— *%		
June	3,338	3,078	3,260			+ 6%		+ 6%	
July	3,555	3,098	3,250			+ 5%		+ 5%	
August	3,535	3,550	3,510			— 1%		+ 4%	
September	3,653	3,325	3,360			+ 1%		+ 3%	
October	3,476	3,586	3,440			— 4%		0%	
November	3,603	3,526	3,490			— 1%		— 1%	
December	3,858	3,581	3,650			+ 2%		— 1%	
Total	39,628	36,981	37,800						

All 1956 and 1958 figures are from the National Office of Vital Statistics. The 1959 and 1960 figures are National Safety Council estimates.

The 1960 national estimate is arrived at by assuming that the percentage change from 1959 to 1960 in the states reporting for both years reflects the 1959-1960 change in the entire country. First reports are preliminary, so revisions are made from time to time as later reports are received for the various months. Thus, figures above for 1960 may differ slightly from figures for the same months which will be published in future issues of TRAFFIC SAFETY.

*Less than .5%.

**Four Months Moving Average is based on changes between the totals for four months instead of one month. For example, the May figure shows the change between the totals for February-May 1959 and February-May 1960, etc. Adding several months together tends to smooth out single month changes which may be affected by differences in the number of weekends in a month from one year to the next, random variations, etc.

TRAFFIC DEATHS—CITY RECORDS

The table covers only motor-vehicle deaths resulting from traffic accidents that occurred in the city. Nontraffic motor-vehicle deaths (where the accident occurred on home or work premises) are not included; nor are deaths in the city from accidents occurring outside.

Rankings are based on the 1960 registration death rate which is the number of deaths per 10,000 registered motor vehicles on an annual basis. Vehicle registration figures are for the year 1959 and were supplied by R. L. Polk & Company.

Cities are ranked by registration death rates—from low to high. When two or more cities have exactly the same rate, ranking is by total vehicle registrations—from large to small.

Cities shown in heavy type have improved in 1960 compared with 1959.

The population death rate is the number of deaths per 100,000 population on an annual basis. Populations are as of April, 1950, or later censuses taken by the U. S. Bureau of the Census.

	Five Months 1960	1959	1958	1960 Reg. Rate	1960 Pop. Rate
ALL REPORTING CITIES				2.2	8.9
Group I (1,000,000 and over)					
1. Chicago, Ill.	**83**	**109**	**117**	**2.0**	**5.3**
2. Detroit, Mich.	83	65	58	3.0	10.3
3. Los Angeles, Calif.	164	137	148	3.2	17.5
All cities in this group				3.2	8.7
4. Philadelphia, Pa.	72	64	63	3.4	8.3
5. Baltimore, Md.	52	40	53	3.9	12.1
6. New York, N. Y.	**227**	**301**	**263**	**3.9**	**7.0**
Group II (750,000 to 1,000,000)					
1. St. Louis, Mo.	**30**	**39**	**26**	**2.3**	**8.4**
2. San Francisco, Calif.	39	39	27	3.2	12.1
All cities in this group				3.2	10.4
3. Cleveland, Ohio	43	38	35	3.6	11.1
4. Washington, D. C.	35	30	19	3.7	10.0
Group III (500,000 to 750,000)					
1. Milwaukee, Wis.	**18**	**19**	**20**	**1.4**	**6.1**
2. Seattle, Wash.	18	17	29	1.5	7.5
3. Houston, Tex.	**35**	**49**	**39**	**2.0**	**11.8**
4. Buffalo, N. Y.	**19**	**21**	**28**	**2.0**	**7.7**
5. Minneapolis, Minn.	20	14	18	2.4	9.2
All cities in this group				2.5	10.0
6. Boston, Mass.	**19**	**25**	**24**	**2.7**	**6.3**
7. Pittsburgh, Pa.	24	21	30	2.9	8.5
8. Cincinnati, Ohio	28	25	17	3.1	11.7
9. Dallas, Tex.	42	24	25	3.3	17.3
10. San Diego, Calif.	**28**	**32**	**39**	**3.3**	**13.4**
11. New Orleans, La.	30	24	27	4.0	11.9
Group IV (350,000 to 500,000)					
1. Columbus, Ohio	**11**	**14**	**20**	**1.5**	**5.5**
2. Portland, Ore.	**16**	**20**	**18**	**1.6**	**9.3**
3. Denver, Colo.	19	18	19	1.6	9.6
4. Oakland, Calif.	**15**	**22**	**16**	**2.3**	**9.4**
All cities in this group				2.5	10.8
5. Atlanta, Ga.	**21**	**29**	**31**	**2.7**	**10.2**
6. Louisville, Ky.	**18**	**19**	**20**	**2.8**	**10.6**
7. Birmingham, Ala.	**17**	**24**	**20**	**2.9**	**11.4**
8. Memphis, Tenn.	21	12	9	2.9	10.3
9. Phoenix, Ariz.	24	18	15	3.0	13.4
10. San Antonio, Tex.	30	19	17	3.4	15.8
11. Kansas City, Mo.	27	18	16	4.1	13.5
Group V (200,000 to 350,000)					
1. Wichita, Kan.	4	4	2	0.7	4.3
2. Providence, R. I.	**4**	**6**	**8**	**0.7**	**3.9**
3. Grand Rapids, Mich.	**4**	**7**	**8**	**0.8**	**4.5**
4. Omaha, Neb.	**5**	**15**	**11**	**1.0**	**4.3**
5. Miami, Fla.	**13**	**21**	**22**	**1.5**	**12.0**
6. Rochester, N. Y.	9	4	9	1.6	6.3
7. Toledo, Ohio	11	5	8	1.7	7.7
8. Norfolk, Va.	7	4	10	1.8	5.8
All cities in this group				2.0	9.6
9. Worcester, Mass.	**5**	**11**	**5**	**2.1**	**5.9**
10. Syracuse, N. Y.	7	3	2	2.2	7.8
11. Fort Worth, Tex.	**15**	**17**	**13**	**2.2**	**10.9**
12. El Paso, Tex.	**8**	**20**	**17**	**2.2**	**7.7**
13. Dayton, Ohio	14	5	8	2.2	11.2
14. Oklahoma City, Okla.	17	10	13	2.3	14.3
15. Jacksonville, Fla.	15	12	15	2.3	14.4
16. Akron, Ohio	**13**	**15**	**21**	**2.4**	**10.1**
17. Tampa, Fla.	14	13	12	2.4	12.4
18. Flint, Mich.	12	4	8	2.6	13.4
19. St. Paul, Minn.	16	9	19	2.7	12.3
20. Long Beach, Calif.	20	13	12	3.1	14.3
21. Richmond, Va.	16	9	12	3.2	16.2
Group VI (100,000 to 200,000)					
1. Lincoln, Neb.	0	0	1	0.0	0.0
2. Arlington, Va.	**1**	**5**	**3**	**0.4**	**1.5**
3. Saginaw, Mich.	1	0	0	0.4	2.2
4. Madison, Wis.	**1**	**3**	**1**	**0.4**	**2.2**
5. Utica, N. Y.	**1**	**3**	**2**	**0.7**	**2.3**
6. Erie, Pa.	2	1	1	0.7	3.5
7. Hartford, Conn.	2	1	1	0.8	2.6
8. Wilmington, Del.	2	2	4	0.8	4.3
9. Fresno, Calif.	**3**	**6**	**2**	**0.9**	**5.9**
10. Trenton, N. J.	**3**	**4**	**4**	**1.0**	**5.6**
11. Reading, Pa.	**2**	**3**	**6**	**1.1**	**4.2**
12. Roanoke, Va.	2	1	1	1.1	4.7
13. Canton, Ohio	3	1	4	1.1	5.8
14. Lansing, Mich.	3	3	4	1.2	6.4
15. Des Moines, Iowa	**5**	**6**	**5**	**1.3**	**6.6**
16. Spokane, Wash.	5	4	6	1.3	6.4
17. Baton Rouge, La.	**4**	**9**	**8**	**1.3**	**6.4**
18. Niagara Falls, N. Y.	2	1	5	1.3	4.7
19. Yonkers, N. Y.	3	0	1	1.3	3.9
20. Montgomery, Ala.	3	1	2	1.3	6.2
21. Rockford, Ill.	4	3	2	1.4	8.0
22. South Bend, Ind.	4	3	2	1.5	7.3
23. Berkeley, Calif.	3	3	5	1.5	6.1
24. Chattanooga, Tenn.	**4**	**12**	**11**	**1.5**	**7.3**
25. Austin, Tex.	**5**	**9**	**2**	**1.6**	**7.3**
26. Duluth, Minn.	3	2	6	1.7	6.8
27. Lubbock, Tex.	**4**	**10**	**3**	**1.7**	**9.1**
28. New Haven, Conn.	6	4	4	1.7	5.8
29. Gary, Ind.	5	5	4	1.8	6.8
30. Elizabeth, N. J.	3	2	4	1.8	6.1
31. Dearborn, Mich.	6	4	14	1.9	11.1
32. Tacoma, Wash.	7	4	8	1.9	10.7
All cities in this group				2.0	9.7
33. Pasadena, Calif.	**6**	**8**	**7**	**2.1**	**12.6**
34. Amarillo, Tex.	5	4	2	2.1	12.0
35. Glendale, Calif.	**5**	**6**	**4**	**2.2**	**10.5**
36. Youngstown, Ohio	6	6	8	2.2	7.7
37. Evansville, Ind.	6	6	2	2.2	8.5
38. Albuquerque, N. M.	**8**	**10**	**7**	**2.3**	**11.3**
39. Corpus Christi, Tex.	7	3	11	2.3	11.6
40. Sacramento, Calif.	11	9	7	2.3	16.8
41. Bridgeport, Conn.	6	3	2	2.3	8.5
42. Fort Wayne, Ind.	8	5	4	2.4	12.5
43. Springfield, Mass.	6	5	8	2.4	8.7
44. Salt Lake City, Utah	13	6	8	2.4	16.2
45. Little Rock, Ark.	6	2	4	2.7	13.4
46. San Jose, Calif.	13	11	8	2.9	19.7
47. Peoria, Ill.	8	0	2	3.0	16.8
48. Waterbury, Conn.	5	2	3	3.1	10.6
49. Hammond, Ind.	**5**	**7**	**8**	**3.2**	**11.0**
50. Kansas City, Kan.	10	7	1	3.3	18.5
51. Shreveport, La.	11	5	5	3.4	16.4
52. Mobile, Ala.	**10**	**12**	**10**	**3.4**	**13.8**
53. Allentown, Pa.	7	5	4	3.5	15.0
54. Jackson, Miss.	9	7	3	3.8	18.3
55. St. Petersburg, Fla.	17	16	6	3.9	30.7
56. Nashville, Tenn.	15	6	10	4.2	20.7
57. Charlotte, N. C.	14	9	7	4.4	21.6
Group VII (50,000 to 100,000)					
1. Topeka, Kan.	**0**	**4**	**4**	**0.0**	**0.0**
2. Schenectady, N. Y.	**0**	**1**	**3**	**0.0**	**0.0**
3. Colorado Spgs., Colo.	0	1	1	0.0	0.0
4. Cedar Rapids, Iowa	0	0	3	0.0	0.0
5. Columbus, Ga.	**0**	**5**	**1**	**0.0**	**0.0**
6. Sioux City, Iowa	**0**	**10**	**3**	**0.0**	**0.0**
7. Lexington, Ky.	**0**	**3**	**2**	**0.0**	**0.0**
8. San Mateo, Calif.	0	0	2	0.0	0.0
9. Battle Creek, Mich.	**0**	**1**	**0**	**0.0**	**0.0**
10. White Plains, N. Y.	**0**	**1**	**1**	**0.0**	**0.0**
11. Pawtucket, R. I.	**0**	**2**	**1**	**0.0**	**0.0**
12. Council Bluffs, Iowa	**0**	**2**	**3**	**0.0**	**0.0**
13. Elmira, N. Y.	**0**	**1**	**0**	**0.0**	**0.0**
14. Medford, Mass.	0	0	0	0.0	0.0
15. Passaic, N. J.	**0**	**2**	**1**	**0.0**	**0.0**
16. West Hartford, Conn.	**0**	**1**	**0**	**0.0**	**0.0**
17. Santa Ana, Calif.	**1**	**4**	**0**	**0.5**	**3.5**
18. Alexandria, Va.	**1**	**3**	**1**	**0.6**	**2.8**
19. Binghamton, N. Y.	1	1	2	0.6	2.9
20. Joliet, Ill.	1	1	2	0.7	4.0
21. Santa Monica, Calif.	**1**	**2**	**4**	**0.7**	**3.1**
22. Johnstown, Pa.	**1**	**2**	**1**	**0.7**	**3.8**
23. Bethlehem, Pa.	1	0	0	0.7	3.2
24. Kenosha, Wis.	**1**	**6**	**1**	**0.8**	**3.7**
25. Bay City, Mich.	**1**	**2**	**0**	**0.8**	**4.0**
26. Lake Charles, La.	**1**	**3**	**3**	**0.8**	**4.3**
27. Evanston, Ill.	1	0	0	0.8	3.1
28. Anderson, Ind.	1	1	0	0.8	4.7
29. Mansfield, Ohio	1	0	2	0.8	4.6
30. St. Clair Shrs., Mich.	1	1	2	0.8	3.8
31. Mount Vernon, N. Y.	**1**	**3**	**1**	**0.9**	**3.2**
32. Portland, Maine	1	1	0	0.9	3.0
33. East Orange, N. J.	1	0	2	0.9	2.8
34. Lakewood, Calif.	**1**	**2**	**3**	**0.9**	**3.4**
35. Portsmouth, Va.	**1**	**3**	**1**	**0.9**	**2.8**
36. Beaumont, Tex.	**2**	**10**	**4**	**1.0**	**5.1**
37. Waukegan, Ill.	1	1	1	1.0	4.8
38. Torrance, Calif.	**2**	**6**	**1**	**1.0**	**4.9**
39. Fort Smith, Ark.	**1**	**4**	**5**	**1.0**	**4.0**
40. Oak Park, Ill.	1	0	1	1.0	3.9
41. Pueblo, Colo.	**2**	**7**	**0**	**1.1**	**5.8**
42. Winston-Salem, N. C.	**2**	**3**	**5**	**1.1**	**5.3**
43. East St. Louis, Ill.	2	2	5	1.1	5.2
44. Irvington, N. J.	1	0	0	1.1	3.8
45. Euclid, Ohio	1	0	3	1.1	3.8
46. W. Palm Beach, Fla.	2	2	3	1.2	9.4
47. Springfield, Ohio	**2**	**5**	**2**	**1.2**	**5.4**
48. Pittsfield, Mass.	1	1	3	1.2	4.3
49. Hayward, Calif.	**2**	**4**	**0**	**1.3**	**8.8**
50. Meriden, Conn.	**1**	**3**	**1**	**1.3**	**4.7**
51. Pensacola, Fla.	**2**	**4**	**2**	**1.3**	**9.4**
52. Muncie, Ind.	2	1	2	1.3	7.4
53. Huntington, W. Va.	**2**	**4**	**3**	**1.3**	**5.6**
54. West Allis, Wis.	1	1	2	1.4	3.8
55. Woonsocket, R. I.	1	0	0	1.4	4.8
56. San Leandro, Calif.	2	1	2	1.4	7.5
57. Wilkes-Barre, Pa.	2	1	4	1.4	6.3
58. Warren, Ohio	**2**	**4**	**1**	**1.4**	**7.6**
59. Greenville, S. C.	2	2	1	1.4	7.4
60. Reno, Nev.	2	0	2	1.5	9.2
61. Jackson, Mich.	**2**	**3**	**0**	**1.5**	**7.8**
62. Greenwich, Conn.	**1**	**2**	**1**	**1.6**	**4.7**
63. Springfield, Ill.	3	1	3	1.6	8.8
64. Muskegon, Mich.	2	0	1	1.6	8.4
65. Sioux Falls, S. D.	**2**	**3**	**1**	**1.6**	**8.0**
66. St. Joseph, Mo.	2	2	1	1.6	6.1
67. Orlando, Fla.	**5**	**6**	**0**	**1.6**	**13.4**
68. Asheville, N. C.	2	0	0	1.6	9.1
69. Decatur, Ill.	3	1	6	1.7	9.1
70. Lorain, Ohio	2	1	4	1.7	7.9
71. Stockton, Calif.	**4**	**9**	**4**	**1.7**	**12.6**
72. Cambridge, Mass.	2	0	3	1.7	4.8
All cities in this group				1.7	8.0
73. Kalamazoo, Mich.	3	0	4	1.8	9.6
74. New Britain, Conn.	2	2	3	1.8	5.5
75. New Rochelle, N. Y.	2	1	2	1.9	6.5
76. Hamilton, Ohio	3	3	2	1.9	9.9
77. Abilene, Tex.	**3**	**5**	**1**	**1.9**	**11.8**
78. Hampton, Va.	**2**	**5**	**12**	**1.9**	**6.0**
79. Newton, Mass.	**3**	**4**	**1**	**1.9**	**8.3**
80. Columbia, S. C.	4	2	1	2.0	10.0
81. Lakewood, Ohio	2	2	1	2.0	6.8
82. Terre Haute, Ind.	3	0	2	2.0	9.9
83. Wheeling, W. Va.	2	0	5	2.0	8.1
84. Durham, N. C.	**3**	**5**	**4**	**2.0**	**10.1**
85. Davenport, Iowa	3	3	1	2.1	8.9
86. Bayonne, N. J.	2	1	1	2.1	6.7
87. Dubuque, Iowa	2	0	0	2.2	9.4
88. Lynchburg, Va.	2	2	1	2.3	9.0
89. Tuscaloosa, Ala.	**2**	**6**	**2**	**2.3**	**8.5**
90. Fort Lauderdale, Fla.	5	2	4	2.3	19.1
91. Lwr. Merion Twp., Pa.	2	2	1	2.4	8.3
92. Aurora, Ill.	3	1	1	2.4	12.5
93. Las Vegas, Nev.	4	2	1	2.4	18.1
94. Manchester, N. H.	**3**	**4**	**1**	**2.4**	**8.2**
95. Cuyahoga Falls, Ohio	2	0	0	2.4	9.5
96. Bloomfield, N. J.	2	0	0	2.4	9.5
97. Parma, Ohio	2	0	0	2.4	6.5
98. Charleston, W. Va.	3	3	1	2.4	9.8
99. Burbank, Calif.	**5**	**6**	**2**	**2.5**	**13.2**
100. Ann Arbor, Mich.	3	1	2	2.5	13.2
101. Royal Oak, Mich.	**4**	**7**	**1**	**2.5**	**13.4**
102. Santa Barbara, Calif.	4	2	4	2.6	17.2
103. Stamford, Conn.	4	1	2	2.6	11.0
104. Gadsden, Ala.	2	2	2	2.6	7.5
105. Riverside, Calif.	5	5	3	2.7	15.9
106. Pontiac, Mich.	5	0	8	2.7	14.4
107. Lynn, Mass.	3	3	2	2.7	7.3
108. Augusta, Ga.	4	3	1	2.8	17.0
109. Lancaster, Pa.	4	2	0	2.8	14.2
110. San Bernardino, Calif.	7	7	8	2.9	20.2

	Five Months 1960	1959	1958	1960 Reg. Rate	1960 Pop. Rate
111. Waterloo, Iowa	4	1	5	2.9	13.7
112. Covington, Ky.	3	1	2	2.9	9.9
113. Anaheim, Calif.	**6**	**11**	**0**	**2.9**	**18.4**
114. Greensboro, N. C.	**5**	**6**	**5**	**3.0**	**14.7**
115. Miami Beach, Fla.	4	4	4	3.0	18.8
116. Wichita Falls, Tex.	5	2	3	3.1	13.3
117. Macon, Ga.	6	4	0	3.2	20.5
118. Racine, Wis.	5	0	0	3.2	14.7
119. Springfield, Mo.	6	2	2	3.4	18.0
120. Compton, Calif.	**5**	**6**	**5**	**3.5**	**18.8**
121. Charleston, S. C.	3	0	2	3.5	10.3
122. Norwalk, Conn.	3	2	0	3.6	11.8
123. Lincoln Park, Mich.	3	1	2	3.7	13.3
124. Waltham, Mass.	3	1	1	3.9	14.4
125. Raleigh, N. C.	6	2	3	4.2	20.3
126. Brookline, Mass.	3	1	4	4.3	12.7
127. Tucson, Ariz.	10	8	3	4.3	34.3
128. Atlantic City, N. J.	4	3	2	5.4	15.6
129. East Chicago, Ind.	4	0	3	5.5	16.1
130. Brockton, Mass.	6	3	5	6.1	23.0

Group VIII (25,000 to 50,000)

1. Tyler, Tex.	**0**	**0**	**0**	**0.0**	**0.0**
2. Yakima, Wash.	0	0	0	0.0	0.0
3. Cheyenne, Wyo.	**0**	**2**	**0**	**0.0**	**0.0**
4. Whittier, Calif.	0	0	0	0.0	0.0
5. Everett, Wash.	**0**	**3**	**0**	**0.0**	**0.0**
6. Pasadena, Tex.	**0**	**1**	**2**	**0.0**	**0.0**
7. Plainfield, N. J.	0	0	2	0.0	0.0
8. Lafayette, Ind.	**0**	**1**	**0**	**0.0**	**0.0**
9. Appleton, Wis.	**0**	**3**	**0**	**0.0**	**0.0**
10. Hutchinson, Kan.	0	0	1	0.0	0.0
11. Salina, Kan.	**0**	**1**	**1**	**0.0**	**0.0**
12. Rock Island, Ill.	**0**	**1**	**1**	**0.0**	**0.0**
13. Easton, Pa.	**0**	**1**	**0**	**0.0**	**0.0**
14. Zanesville, Ohio	**0**	**1**	**0**	**0.0**	**0.0**
15. Pine Bluff, Ark.	0	0	1	0.0	0.0
16. Rochester, Minn.	0	0	2	0.0	0.0
17. Pocatello, Idaho	**0**	**2**	**7**	**0.0**	**0.0**
18. University City, Mo.	**0**	**1**	**1**	**0.0**	**0.0**
19. Highland Pk., Mich.	**0**	**4**	**3**	**0.0**	**0.0**
20. Eau Claire, Wis.	**0**	**1**	**1**	**0.0**	**0.0**
21. Stratford, Conn.	**0**	**1**	**1**	**0.0**	**0.0**
22. Coral Gables, Fla.	**0**	**1**	**3**	**0.0**	**0.0**
23. Marion, Ohio	**0**	**2**	**1**	**0.0**	**0.0**
24. Portsmouth, Ohio	0	0	0	0.0	0.0
25. Montebello, Calif.	0	0	2	0.0	0.0
26. Ventura, Calif.	**0**	**1**	**2**	**0.0**	**0.0**
27. Granite City, Ill.	**0**	**1**	**1**	**0.0**	**0.0**
28. Chicopee, Mass.	**0**	**3**	**0**	**0.0**	**0.0**
29. East Hartford, Conn.	**0**	**1**	**3**	**0.0**	**0.0**
30. Wausau, Wis.	**0**	**1**	**0**	**0.0**	**0.0**
31. Galesburg, Ill.	0	0	0	0.0	0.0
32. Ferndale, Mich.	**0**	**1**	**1**	**0.0**	**0.0**
33. Sandusky, Ohio	0	0	0	0.0	0.0
34. Janesville, Wis.	**0**	**1**	**1**	**0.0**	**0.0**
35. Jackson, Tenn.	0	0	0	0.0	0.0
36. Manhattan Bch., Calif.	0	0	0	0.0	0.0
37. Monrovia, Calif.	**0**	**1**	**0**	**0.0**	**0.0**
38. Findlay, Ohio	0	0	2	0.0	0.0
39. Fair Lawn, N. J.	0	0	2	0.0	0.0
40. Baldwin Park, Calif.	0	0	1	0.0	0.0
41. Rock Hill, S. C.	**0**	**1**	**2**	**0.0**	**0.0**
42. Fond du Lac, Wis.	0	0	2	0.0	0.0
43. Park Ridge, Ill.	0	0	1	0.0	0.0
44. Columbia, Mo.	**0**	**2**	**0**	**0.0**	**0.0**
45. Mason City, Iowa	0	0	1	0.0	0.0
46. Steubenville, Ohio	**0**	**1**	**1**	**0.0**	**0.0**
47. Oak Park, Mich.	0	0	0	0.0	0.0
48. Kearny, N. J.	**0**	**1**	**1**	**0.0**	**0.0**
49. Lockport, N. Y.	0	0	1	0.0	0.0
50. Walla Walla, Wash.	0	0	2	0.0	0.0
51. Birmingham, Mich.	0	0	0	0.0	0.0
52. Minot, N. D.	**0**	**1**	**0**	**0.0**	**0.0**
53. Mt. Clemens, Mich.	0	0	0	0.0	0.0
54. Redlands, Calif.	**0**	**1**	**2**	**0.0**	**0.0**
55. Norman, Okla.	**0**	**2**	**1**	**0.0**	**0.0**
56. Middletown, Conn.	**0**	**1**	**1**	**0.0**	**0.0**
57. Burlington, Vt.	0	0	0	0.0	0.0
58. New Kensington, Pa.	**0**	**2**	**0**	**0.0**	**0.0**
59. Watertown, Mass.	0	0	0	0.0	0.0
60. Amsterdam, N. Y.	0	0	1	0.0	0.0
61. Webster Groves, Mo.	0	0	0	0.0	0.0
62. Shaker Heights, Ohio	0	0	1	0.0	0.0
63. Annapolis, Md.	**0**	**1**	**1**	**0.0**	**0.0**
64. Oak Ridge, Tenn.	**0**	**1**	**1**	**0.0**	**0.0**
65. Denton, Tex.	**0**	**2**	**0**	**0.0**	**0.0**
66. Wallingford, Conn.	**0**	**3**	**0**	**0.0**	**0.0**
67. Maple Heights, Ohio	0	0	0	0.0	0.0
68. Winona, Minn.	0	0	0	0.0	0.0
69. Highland Park, Ill.	**0**	**2**	**0**	**0.0**	**0.0**
70. East Lansing, Mich.	**0**	**1**	**0**	**0.0**	**0.0**
71. Park Forest, Ill.	0	0	0	0.0	0.0
72. Belmont, Mass.	0	0	0	0.0	0.0
73. Groton, Conn.	0	0	1	0.0	0.0
74. Lackawanna, N. Y.	0	0	1	0.0	0.0
75. Palo Alto, Calif.	**1**	**3**	**0**	**0.7**	**5.0**
76. Eugene, Ore.	**1**	**2**	**2**	**0.8**	**5.2**
77. Redwood City, Calif.	1	1	2	0.8	6.2
78. Ontario, Calif.	1	1	1	0.9	5.8
79. Vancouver, Wash.	1	0	0	0.9	5.7
80. Wyandotte, Mich.	1	0	1	0.9	4.8
81. Great Falls, Mont.	1	1	3	0.9	5.2
82. Modesto, Calif.	1	0	3	1.0	7.1
83. Poughkeepsie, N. Y.	1	1	2	1.0	5.9
84. Casper, Wyo.	1	0	0	1.0	6.8
85. Kokomo, Ind.	1	0	2	1.0	5.3
86. Beverly Hills, Calif.	**1**	**2**	**1**	**1.1**	**7.9**
87. Wilmington, N. C.	**1**	**2**	**1**	**1.1**	**5.3**
88. Warwick, R. I.	**1**	**4**	**4**	**1.1**	**5.6**
89. Newark, Ohio	1	0	3	1.1	6.0
90. Quincy, Ill.	**1**	**4**	**2**	**1.2**	**5.6**
91. Rapid City, S. D.	**1**	**3**	**2**	**1.2**	**6.0**
92. Lawton, Okla.	**1**	**2**	**0**	**1.2**	**6.2**
93. Richmond, Ind.	1	0	1	1.2	5.5
94. West Covina, Calif.	1	0	3	1.2	5.1
95. Aurora, Colo.	1	0	1	1.2	9.6
96. Danbury, Conn.	1	0	1	1.2	5.6
97. Gainesville, Fla.	1	0	1	1.3	7.7
98. Newburgh, N. Y.	1	0	0	1.3	7.4
99. Sheboygan, Wis.	1	0	0	1.3	5.0
100. St. Louis Pk., Minn.	1	1	0	1.3	6.2
101. Fargo, N. D.	1	0	1	1.3	5.8
102. Arlington, Mass.	1	1	0	1.4	5.1
103. Alton, Ill.	**1**	**4**	**3**	**1.4**	**7.4**
104. Elmhurst, Ill.	1	1	1	1.4	6.9
105. Rome, N. Y.	1	0	0	1.4	5.0
106. Beloit, Wis.	1	0	0	1.4	7.5
107. Bloomington, Ind.	1	1	0	1.4	8.0
108. Barberton, Ohio	1	0	5	1.4	6.7
109. Torrington, Conn.	1	0	0	1.5	7.9
110. Rome, Ga.	1	0	2	1.5	7.5
111. Manchester, Conn.	1	0	1	1.5	6.0
112. Fairfield, Conn.	**1**	**6**	**3**	**1.5**	**5.8**
113. West Orange, N. J.	1	1	3	1.5	7.0
114. Bloomington, Ill.	1	0	0	1.5	6.6
115. South Euclid, Ohio	**1**	**2**	**0**	**1.6**	**8.6**
116. Billings, Mont.	2	0	1	1.6	12.5
117. Westfield, N. J.	1	0	1	1.6	9.3
118. National City, Calif.	1	0	0	1.6	7.5
All cities in this group				1.6	7.5
119. Bangor, Maine	1	0	0	1.7	6.0
120. Allen Park, Mich.	1	1	0	1.7	6.0
121. Hackensack, N. J.	1	1	2	1.7	7.5
122. Odessa, Tex.	2	2	1	1.7	10.8
123. Richfield, Minn.	1	0	1	1.7	6.8
124. Manitowoc, Wis.	1	0	2	1.7	8.0
125. Petersburg, Va.	1	0	1	1.7	6.8
126. Teaneck, N. J.	1	1	3	1.7	6.3
127. Vallejo, Calif.	**2**	**5**	**1**	**1.7**	**10.9**
128. Florence, S. C.	**1**	**3**	**1**	**1.7**	**8.4**
129. Benton Harbor, Mich.	1	1	0	1.8	9.4
130. Rahway, N. J.	1	1	1	1.8	8.9
131. Boise, Idaho	2	0	0	1.9	14.0
132. Parkersburg, W. Va.	1	0	0	1.9	7.7
133. Concord, N. H.	**1**	**2**	**1**	**1.9**	**8.1**
134. Burlington, N. C.	1	0	1	2.0	9.6
135. Clearwater, Fla.	2	2	3	2.0	16.5
136. Hamden, Conn.	1	0	2	2.0	6.3
137. Grand Forks, N. D.	1	0	0	2.0	8.5
138. Lewiston, Maine	1	0	0	2.0	5.9
139. Elgin, Ill.	2	2	3	2.0	10.0
140. Fairmont, W. Va.	1	0	0	2.0	8.2
141. Elkhart, Ind.	2	0	0	2.2	12.4
142. Urbana, Ill.	1	0	0	2.2	9.2
143. Newport, R. I.	**1**	**2**	**0**	**2.2**	**6.4**
144. Owensboro, Ky.	2	1	1	2.3	11.1
145. Hazel Park, Mich.	1	0	1	2.3	9.0
146. Elyria, Ohio	2	0	0	2.3	12.7
147. La Crosse, Wis.	2	2	1	2.3	10.1
148. Moline, Ill.	2	2	2	2.4	12.2
149. Port Huron, Mich.	2	2	2	2.4	12.5
150. Champaign, Ill.	2	1	1	2.5	9.9
151. Oshkosh, Wis.	2	1	1	2.5	10.9
152. Muskogee, Okla.	2	1	1	2.5	12.9
153. Bellingham, Wash.	2	0	2	2.6	13.1
154. Danville, Va.	2	0	0	2.6	9.7
155. Tallahassee, Fla.	3	0	3	2.6	18.9
156. Fremont, Calif.	**1**	**3**	**3**	**2.6**	**9.0**
157. East Detroit, Mich.	2	1	0	2.7	11.2
158. Des Plaines, Ill.	2	0	2	2.8	15.6
159. East Cleveland, Ohio	2	[illegible]	0	2.8	11.8
160. Linden, N. J.	2	0	4	2.9	13.1
161. Roseville, Mich.	**2**	**4**	**0**	**2.9**	**11.5**
162. Norwich, Conn.	2	0	0	3.0	12.3
163. Kankakee, Ill.	2	1	0	3.1	16.9
164. Burlington, Iowa	2	0	2	3.1	15.7
165. Fitchburg, Mass.	**2**	**3**	**0**	**3.4**	**11.2**
166. St. Cloud, Minn.	2	1	0	3.4	14.9
167. Hamtramck, Mich.	2	0	1	3.4	10.5
168. Daytona Beach, Fla.	3	1	3	3.5	19.9
169. Watertown, N. Y.	2	0	1	3.5	13.4
170. Bristol, Conn.	2	0	0	3.5	10.5
171. Hagerstown, Md.	3	2	1	3.5	18.7
172. Enid, Okla.	3	1	0	3.6	19.4
173. Iowa City, Iowa	2	0	0	3.6	17.6
174. Sumter, S. C.	2	1	1	3.7	19.0
175. Temple, Tex.	2	2	1	3.7	15.9
176. Garfield Heights, Ohio	2	1	1	3.8	13.6
177. Freeport, Ill.	2	0	1	3.8	18.8
178. Vineland, N. J.	3	3	3	4.2	21.8
179. Wyoming, Mich.	**3**	**5**	**1**	**4.2**	**16.8**
180. West Haven, Conn.	3	0	0	4.3	19.4
181. Santa Clara, Calif.	4	2	1	4.4	22.2
182. Chula Vista, Calif.	4	1	1	4.6	27.0
183. Milford, Conn.	3	0	0	4.8	18.4
184. Monroe, Mich.	3	0	0	4.9	25.7
185. Wauwatosa, Wis.	4	0	1	4.9	20.7
186. Livonia, Mich.	5	1	1	5.0	24.5
187. New London, Conn.	3	1	1	5.3	23.1
188. High Point, N. C.	5	1	1	5.6	27.3
189. Middletown, Ohio	5	1	3	5.6	27.1
190. Michigan City, Ind.	4	0	2	5.8	29.0
191. Revere, Mass.	3	2	2	6.6	18.2
192. Santa Fe, N. M.	4	0	2	6.7	32.8
193. Mishawaka, Ind.	5	0	0	7.2	35.2
194. Kettering, Ohio	4	0	0	7.3	19.8
195. Chicago Heights, Ill.	5	0	0	7.4	41.5
196. Superior, Wis.	4	2	0	8.1	27.2

Group IX (10,000 to 25,000)

1. Boulder, Colo.	0	0	0	0.0	0.0
2. Mesa, Ariz.	**0**	**3**	**0**	**0.0**	**0.0**
3. Greeley, Colo.	0	0	0	0.0	0.0
4. Salinas, Calif.	0	0	2	0.0	0.0
5. Ft. Pierce, Fla.	**0**	**4**	**2**	**0.0**	**0.0**
6. Medford, Ore.	**0**	**1**	**0**	**0.0**	**0.0**
7. Orange, Calif.	**0**	**1**	**2**	**0.0**	**0.0**
8. Merced, Calif.	**0**	**2**	**1**	**0.0**	**0.0**
9. Los Altos, Calif.	**0**	**2**	**0**	**0.0**	**0.0**
10. Edina, Minn.	0	0	0	0.0	0.0
11. Longview, Wash.	0	0	2	0.0	0.0
12. Lodi, Calif.	0	0	1	0.0	0.0
13. Waukesha, Wis.	**0**	**2**	**0**	**0.0**	**0.0**
14. Port Chester, N. Y.	0	0	0	0.0	0.0
15. La Porte, Ind.	0	0	3	0.0	0.0
16. Bartlesville, Okla.	0	0	0	0.0	0.0
17. Bismarck, N. D.	0	0	0	0.0	0.0
18. Carlsbad, N. M.	0	0	0	0.0	0.0
19. Klamath Falls, Ore.	0	0	0	0.0	0.0
20. Lake Worth, Fla.	0	0	0	0.0	0.0
21. Sherman, Tex.	**0**	**1**	**0**	**0.0**	**0.0**
22. Butler, Pa.	0	0	0	0.0	0.0
23. Endicott, N. Y.	0	0	1	0.0	0.0
24. Ypsilanti, Mich.	0	0	1	0.0	0.0
25. Ames, Iowa	0	0	1	0.0	0.0
26. Frederick, Md.	0	0	0	0.0	0.0
27. El Cerrito, Calif.	0	0	1	0.0	0.0
28. Ocala, Fla.	0	0	2	0.0	0.0
29. Napa, Calif.	0	0	0	0.0	0.0
30. San Fernando, Calif.	**0**	**1**	**0**	**0.0**	**0.0**
31. North Miami, Fla.	**0**	**1**	**0**	**0.0**	**0.0**
32. Covina, Calif.	0	0	1	0.0	0.0
33. Great Bend, Kan.	0	0	1	0.0	0.0
34. Lombard, Ill.	0	0	0	0.0	0.0
35. Lufkin, Texas	**0**	**1**	**2**	**0.0**	**0.0**
36. Corvallis, Ore.	0	0	0	0.0	0.0
37. Tiffin, Ohio	0	0	0	0.0	0.0
38. Uniontown, Pa.	0	0	0	0.0	0.0
39. Wilmette, Ill.	0	0	0	0.0	0.0
40. Jeffersonville, Ind.	0	0	0	0.0	0.0
41. North Platte, Neb.	0	0	0	0.0	0.0
42. Madison Hgts., Mich.	**0**	**1**	**0**	**0.0**	**0.0**
43. Fremont, Ohio	**0**	**1**	**0**	**0.0**	**0.0**
44. Plainview, Tex.	**0**	**2**	**0**	**0.0**	**0.0**
45. Robbinsdale, Minn.	0	0	2	0.0	0.0
46. Salisbury, N. C.	0	0	1	0.0	0.0
47. Pittsburg, Kan.	0	0	0	0.0	0.0
48. Muscatine, Iowa	0	0	0	0.0	0.0
49. Traverse City, Mich.	0	0	0	0.0	0.0
50. Westport, Conn.	**0**	**2**	**1**	**0.0**	**0.0**
51. Glendora, Calif.	**0**	**2**	**0**	**0.0**	**0.0**
52. Muskegon Hts., Mich.	0	0	0	0.0	0.0
53. Floral Park, N. Y.	0	0	0	0.0	0.0
54. So. St. Paul, Minn.	0	0	0	0.0	0.0
55. Hibbing, Minn.	0	0	0	0.0	0.0
56. Oceanside, Calif.	**0**	**1**	**3**	**0.0**	**0.0**
57. Richland, Wash.	0	0	0	0.0	0.0
58. Emporia, Kan.	0	0	0	0.0	0.0
59. Coffeyville, Kan.	0	0	1	0.0	0.0
60. Niles, Mich.	**0**	**1**	**0**	**0.0**	**0.0**
61. Marietta, Ohio	0	0	1	0.0	0.0
62. Calumet City, Ill.	**0**	**3**	**1**	**0.0**	**0.0**
63. Wooster, Ohio	**0**	**1**	**0**	**0.0**	**0.0**
64. Hillside, N. J.	0	0	0	0.0	0.0
65. Johnson City, N. Y.	0	0	0	0.0	0.0
66. Berkley, Mich.	**0**	**2**	**0**	**0.0**	**0.0**
67. Moorhead, Minn.	**0**	**1**	**2**	**0.0**	**0.0**
68. Chico, Calif.	0	0	1	0.0	0.0
69. Xenia, Ohio	**0**	**1**	**2**	**0.0**	**0.0**
70. Streator, Ill.	0	0	0	0.0	0.0
71. Connersville, Ind.	**0**	**1**	**0**	**0.0**	**0.0**
72. Huntington, Ind.	0	0	1	0.0	0.0
73. Snyder, Tex.	0	0	0	0.0	0.0
74. Las Cruces, N. M.	0	0	1	0.0	0.0
75. Martinsville, Va.	**0**	**3**	**0**	**0.0**	**0.0**
76. Elmwood Park, Ill.	0	0	0	0.0	0.0
77. Pittsburg, Calif.	0	0	0	0.0	0.0
78. Ashland, Ohio	0	0	0	0.0	0.0
79. Kennewick, Wash.	**0**	**4**	**0**	**0.0**	**0.0**
80. Mt. Vernon, Ill.	0	0	0	0.0	0.0
81. So. Milwaukee, Wis.	**0**	**1**	**0**	**0.0**	**0.0**
82. Statesville, N. C.	0	0	1	0.0	0.0

	Five Months 1960	1959	1958	1960 Reg. Rate	1960 Pop. Rate
83. Tempe, Ariz.	**0**	**2**	**0**	**0.0**	**0.0**
84. Valparaiso, Ind.	0	0	0	0.0	0.0
85. El Dorado, Kan.	**0**	**1**	**0**	**0.0**	**0.0**
86. Brainerd, Minn.	**0**	**1**	**0**	**0.0**	**0.0**
87. Woodland, Calif.	0	0	0	0.0	0.0
88. Arkansas City, Kan.	**0**	**1**	**0**	**0.0**	**0.0**
89. Escondido, Calif.	**0**	**1**	**0**	**0.0**	**0.0**
90. Marquette, Mich.	0	0	0	0.0	0.0
91. Villa Park, Ill.	0	0	0	0.0	0.0
92. Fostoria, Ohio	0	0	0	0.0	0.0
93. Stevens Point, Wis.	0	0	0	0.0	0.0
94. Redding, Calif.	0	0	1	0.0	0.0
95. Takoma Park, Md.	0	0	0	0.0	0.0
96. Defiance, Ohio	0	0	0	0.0	0.0
97. McAlester, Okla.	**0**	**1**	**0**	**0.0**	**0.0**
98. Alpena, Mich.	**0**	**2**	**0**	**0.0**	**0.0**
99. Massena, N. Y.	0	0	2	0.0	0.0
100. East Moline, Ill.	**0**	**1**	**0**	**0.0**	**0.0**
101. Brookfield, Ill.	0	0	0	0.0	0.0
102. Tracy, Calif.	0	0	0	0.0	0.0
103. Attleboro, Mass.	**0**	**2**	**1**	**0.0**	**0.0**
104. Owatonna, Minn.	0	0	0	0.0	0.0
105. Highland Park, Tex.	0	0	1	0.0	0.0
106. Wethersfield, Conn.	0	0	1	0.0	0.0
107. Prescott, Ariz.	0	0	0	0.0	0.0
108. Wisconsin Rpds., Wis.	0	0	0	0.0	0.0
109. Faribault, Minn.	0	0	0	0.0	0.0
110. Rocky River, Ohio	0	0	0	0.0	0.0
111. Glenview, Ill.	0	0	1	0.0	0.0
112. Needham, Mass.	**0**	**1**	**0**	**0.0**	**0.0**
113. The Dalles, Ore.	0	0	0	0.0	0.0
114. Port Angeles, Wash.	0	0	0	0.0	0.0
115. Garden City, Kan.	0	0	0	0.0	0.0
116. Shelton, Conn.	0	0	4	0.0	0.0
117. Vernon, Conn.	0	0	0	0.0	0.0
118. Boone, Iowa	**0**	**1**	**0**	**0.0**	**0.0**
119. Fergus Falls, Minn.	0	0	0	0.0	0.0
120. North Adams, Mass.	**0**	**1**	**0**	**0.0**	**0.0**
121. South Orange, N. J.	**0**	**1**	**1**	**0.0**	**0.0**
122. Logan, Utah	0	0	1	0.0	0.0
123. Astoria, Ore.	0	0	0	0.0	0.0
124. Winfield, Kan.	0	0	0	0.0	0.0
125. Branford, Conn.	0	0	0	0.0	0.0
126. Kenmore, N. Y.	0	0	0	0.0	0.0
127. State College, Pa.	0	0	0	0.0	0.0
128. Mamaroneck, N. Y.	**0**	**1**	**0**	**0.0**	**0.0**
129. Waynesboro, Va.	0	0	0	0.0	0.0
130. Hawthorne, N. J.	0	0	0	0.0	0.0
131. Marshfield, Wis.	0	0	0	0.0	0.0
132. Albany, Calif.	0	0	1	0.0	0.0
133. Coronado, Calif.	**0**	**2**	**2**	**0.0**	**0.0**
134. St. Joseph, Mich.	0	0	0	0.0	0.0
135. Lamesa, Tex.	**0**	**1**	**0**	**0.0**	**0.0**
136. Jennings, Mo.	0	0	0	0.0	0.0
137. Enfield, Conn.	0	0	0	0.0	0.0
138. Canton, Ill.	**0**	**1**	**0**	**0.0**	**0.0**
139. Mitchell, S. D.	0	0	0	0.0	0.0
140. Beaver Dam, Wis.	0	0	0	0.0	0.0
141. Hopewell, Va.	0	0	0	0.0	0.0
142. Conneaut, Ohio	0	0	0	0.0	0.0
143. Galion, Ohio	0	0	0	0.0	0.0
144. Winnetka, Ill.	0	0	0	0.0	0.0
145. Menasha, Wis.	0	0	0	0.0	0.0
146. N. College Hill, Ohio	**0**	**1**	**0**	**0.0**	**0.0**
147. North Olmsted, Ohio	0	0	1	0.0	0.0
148. Mt. Pleasant, Mich.	0	0	1	0.0	0.0
149. Albion, Mich.	0	0	0	0.0	0.0
150. Van Wert, Ohio	0	0	0	0.0	0.0
151. Bellefontaine, Ohio	0	0	0	0.0	0.0
152. Elizabeth City, N. C.	0	0	0	0.0	0.0
153. Bowling Green, Ohio	0	0	1	0.0	0.0
154. Northbrook, Ill.	0	0	0	0.0	0.0
155. Suffolk, Va.	0	0	0	0.0	0.0
156. Windsor, Conn.	**0**	**2**	**0**	**0.0**	**0.0**
157. Hornell, N. Y.	0	0	0	0.0	0.0
158. Virginia, Minn.	0	0	0	0.0	0.0
159. Grosse Pt. Wds., Mich.	0	0	0	0.0	0.0
160. Du Bois, Pa.	0	1	0	0.0	0.0
161. Marinette, Wis.	**0**	**2**	**1**	**0.0**	**0.0**
162. Winchester, Conn.	**0**	**1**	**1**	**0.0**	**0.0**
163. Red Wing, Minn.	0	0	0	0.0	0.0
164. Bay Village, Ohio	0	0	1	0.0	0.0
165. Cudahy, Wis.	0	0	0	0.0	0.0
166. Pacific Grove, Calif.	0	0	0	0.0	0.0
167. Cadillac, Mich.	0	0	0	0.0	0.0
168. University Hts., Ohio	**0**	**1**	**0**	**0.0**	**0.0**
169. Charles City, Iowa	0	0	0	0.0	0.0
170. Cambridge, Md.	0	0	1	0.0	0.0
171. La Grange Park, Ill.	0	0	0	0.0	0.0
172. Fairfield, Calif.	0	0	0	0.0	0.0
173. Menominee, Mich.	0	0	1	0.0	0.0
174. Bemidji, Minn.	**0**	**2**	**0**	**0.0**	**0.0**
175. Grosse Pte. Pk., Mich.	0	0	0	0.0	0.0
176. Two Rivers, Wis.	**0**	**1**	**0**	**0.0**	**0.0**
177. Swampscott, Mass.	0	0	0	0.0	0.0
178. Henderson, N. C.	0	0	2	0.0	0.0
179. Covington, Va.	0	0	0	0.0	0.0
180. Dyersburg, Tenn.	**0**	**2**	**0**	**0.0**	**0.0**
181. Ironwood, Mich.	0	0	0	0.0	0.0
182. Maumee, Ohio	0	0	0	0.0	0.0
183. Los Alamos, N. M.	**0**	**2**	**0**	**0.0**	**0.0**
184. Moscow, Idaho	0	0	0	0.0	0.0
185. Monroe, N. C.	**0**	**1**	**1**	**0.0**	**0.0**
186. Mansfield. Conn.	**0**	**1**	**0**	**0.0**	**0.0**
187. Bellaire, Ohio	0	0	1	0.0	0.0
188. Stonington, Conn.	**0**	**1**	**0**	**0.0**	**0.0**
189. Webster, Mass.	0	0	0	0.0	0.0
190. Fairfield, Ala.	0	0	0	0.0	0.0
191. Watertown, Conn.	**0**	**1**	**0**	**0.0**	**0.0**
192. Killingly, Conn.	**0**	**1**	**0**	**0.0**	**0.0**
193. Amherst, Mass.	0	0	0	0.0	0.0
194. Mercedes, Tex.	0	0	0	0.0	0.0
195. Donora, Pa.	0	0	0	0.0	0.0
196. Rolling Meadows, Ill.	0	0	0	0.0	0.0
197. Englewood, Colo.	1	0	0	1.3	10.5
All cities in this group				1.3	6.5
198. Santa Cruz, Calif.	1	0	3	1.4	10.5

TRAFFIC DEATHS—STATE RECORDS

Deaths are reported by state traffic authorities.

All figures are preliminary. To insure proper comparisons, 1959 and 1958 figures cover the same reporting period as those for 1960.

Population Rate: U. S. population rate is the estimated annual number of deaths per 100,000 population, assuming that deaths for the rest of the year will follow the normal seasonal pattern. State population rate is the estimated annual number of deaths per 100,000 population, assuming that the monthly average of deaths will remain at the present average for the rest of the year. Population rates are based on July 1, 1959, population estimates, U. S. Bureau of the Census, Washington, D. C.

States shown in heavy type have improved in 1960 compared with 1959, or showed no change.

Mileage rate: The number of deaths per 100 million vehicle miles of travel.

(Figures in parenthesis following the 1960 mileage rate indicate the number of months for which the mileage rate is calculated for each state.)

	Months Reported	Deaths Identical Periods 1960	1959	1958	% Change 1959 to 1960	% Change 1958 to 1960	1960 Pop. Rate	1960 Mile. Rate	
TOTAL U.S.	5	13,790	13,840	13,237	— *%	+ 4%	20.9	4.8	(5)
Ala.	**5**	**294**	**332**	**307**	**— 11%**	**— 4%**	**22.1**	**5.7**	**(3)**
Alaska	5	12	5	7	+140%	+ 71%	15.2	—	—
Ariz.	**5**	**179**	**212**	**192**	**— 16%**	**— 7%**	**34.9**	**6.8**	**(4)**
Ark.	**5**	**147**	**151**	**144**	**— 3%**	**+ 3%**	**20.2**	**5.2**	**(4)**
Calif.	5	1,409	1,387	1,263	+ 2%	+ 12%	23.1	4.7	(3)
Colo.	5	141	128	123	+ 10%	+ 15%	20.1	5.7	(1)
Conn.	**5**	**83**	**88**	**73**	**— 6%**	**+ 14%**	**8.2**	**2.4**	**(3)**
Del.	4	27	25	29	+ 8%	— 7%	14.3	3.4	(4)
D. of C.	5	35	30	19	+ 17%	+ 84%	10.0	3.2	(3)
Fla.	5	527	451	472	+ 17%	+ 12%	26.6	6.0	(4)
Ga.	5	393	377	331	+ 4%	+ 19%	24.6	6.0	(4)
Hawaii	5	40	33	—	+ 21%	—	14.6	—	—
Idaho	5	78	75	81	+ 4%	— 4%	28.2	5.2	(3)
Ill.	**5**	**579**	**622**	**675**	**— 7%**	**— 14%**	**13.6**	**3.7**	**(3)**
Ind.	5	391	388	342	+ 1%	+ 14%	20.2	4.4	(4)
Ia.	**5**	**186**	**266**	**222**	**— 30%**	**— 16%**	**15.9**	**—**	**—**
Kan.	**5**	**171**	**196**	**173**	**— 13%**	**— 1%**	**19.2**	**3.7**	**(3)**
Ky.	**5**	**273**	**284**	**301**	**— 4%**	**— 9%**	**21.0**	**6.2**	**(3)**
La.	5	322	278	343	+ 16%	— 6%	24.4	7.1	(4)
Me.	**5**	**51**	**51**	**41**	**0%**	**+ 24%**	**12.9**	**3.5**	**(4)**
Md.	5	227	203	199	+ 12%	+ 14%	18.0	4.5	(3)
Mass.	5	211	191	199	+ 10%	+ 6%	10.2	2.8	(4)
Mich.	5	501	453	448	+ 11%	+ 12%	15.1	4.0	(3)
Minn.	**5**	**220**	**224**	**250**	**— 2%**	**— 12%**	**15.5**	**3.4**	**(3)**
Miss.	5	250	197	177	+ 27%	+ 41%	27.5	8.0	(4)
Mo.	5	373	330	338	+ 13%	+ 10%	21.1	5.2	(3)
Mont.	**5**	**63**	**75**	**65**	**— 16%**	**— 3%**	**22.0**	**4.8**	**(3)**
Neb.	**5**	**92**	**122**	**105**	**— 25%**	**— 12%**	**15.2**	**3.2**	**(3)**
Nev.	4	44	43	25	+ 2%	+ 76%	47.1	6.8	(2)
N. H.	**5**	**29**	**52**	**23**	**— 44%**	**+ 26%**	**11.8**	**3.0**	**(4)**
N. J.	5	285	265	277	+ 8%	+ 3%	11.5	2.7	(3)
N. M.	5	157	160	126	— 2%	+ 25%	42.9	7.8	(3)
N. Y.	5	695	785	774	— 15%	— 10%	10.1	3.6	(3)
N. C.	5	436	466	360	— 6%	+ 21%	23.1	5.8	(3)
N. D.	5	39	67	53	— 42%	— 26%	14.6	—	—
Ohio	5	708	601	678	+ 18%	+ 4%	17.5	—	—
Okla.	**5**	**209**	**240**	**253**	**— 13%**	**— 17%**	**22.1**	**4.7**	**(2)**
Ore.	**5**	**135**	**177**	**140**	**— 24%**	**— 4%**	**18.3**	**4.0**	**(4)**
Pa.	**5**	**606**	**626**	**614**	**— 3%**	**— 1%**	**12.9**	**3.5**	**(3)**
R. I.	**5**	**22**	**31**	**31**	**— 29%**	**— 29%**	**6.1**	**1.9**	**(3)**
S. C.	5	276	229	203	+ 21%	+ 36%	27.4	7.3	(4)
S. D.	**5**	**67**	**74**	**78**	**— 9%**	**— 14%**	**23.4**	**2.8**	**(4)**
Tenn.	5	303	276	253	+ 10%	+ 20%	20.8	4.8	(3)
Texas	**5**	**830**	**919**	**824**	**— 10%**	**+ 1%**	**20.9**	**4.0**	**(3)**
Utah	5	76	68	64	+ 12%	+ 19%	20.7	4.6	(3)
Vt.	**5**	**31**	**32**	**18**	**— 3%**	**+ 72%**	**19.9**	**4.2**	**(4)**
Va.	**5**	**285**	**303**	**295**	**— 6%**	**— 3%**	**17.1**	**4.4**	**(4)**
Wash.	5	203	196	199	+ 4%	+ 2%	17.3	4.6	(3)
W. Va.	**5**	**124**	**159**	**126**	**— 22%**	**— 2%**	**15.2**	**4.7**	**(3)**
Wis.	5	284	264	268	+ 8%	+ 6%	17.0	4.5	(3)
Wyo.	5	48	44	49	+ 9%	— 2%	36.1	5.3	(4)
R. R.‡	5	152	107	123	+ 42%	+ 24%	15.7	13.6	(3)
V. I.†	5	3	3	2	0%	+ 50%	25.9	—	—
CANADIAN PROVINCES									
Alta.	1	15	7	17	+114%	— 12%	15.5	—	—
B. C.	3	53	36	50	+ 47%	+ 6%	14.3	—	—
Man.	5	29	42	30	— 31%	— 3%	8.1	—	—
Sask.	5	34	28	45	+ 21%	— 25%	9.3	—	—

*Less than .5%
‡Commonwealth of Puerto Rico
†Virgin Islands

	Five Months 1960	1959	1958	1960 Reg. Pop. Rate	1960 Pop. Rate
199. Grand Island, Neb.	1	1	1	1.6	9.6
200. Fort Myers, Fla.	1	1	0	1.6	13.6
201. Austin, Minn.	1	0	0	1.7	9.8
202. Ponca City, Okla.	1	0	0	1.7	10.4
203. Lawrence, Kan.	1	0	0	1.7	10.3
204. Big Spring, Tex.	**1**	**3**	**2**	**1.8**	**11.5**
205. Adrian, Mich.	1	0	0	1.9	10.0
206. Pampa, Tex.	1	0	0	2.0	12.6
207. Kingsport, Tenn.	1	0	0	2.0	9.8
208. East Haven, Conn.	1	0	0	2.1	12.8
209. Kinston, N. C.	1	0	1	2.2	10.6
210. Manhattan, Kan.	1	0	0	2.2	12.6
211. W. Springfield, Mass.	**1**	**2**	**3**	**2.2**	**10.5**
212. Wheaton, Ill.	1	0	1	2.2	10.2
213. Renton, Wash.	1	0	1	2.2	14.2
214. Ottawa, Ill.	1	1	2	2.2	12.3
215. Borger, Tex.	**1**	**3**	**1**	**2.2**	**13.3**
216. Aberdeen, S. D.	1	1	1	2.3	10.9
217. Owosso, Mich.	1	0	0	2.3	12.1
218. Sedalia, Mo.	1	1	0	2.3	11.3
219. Morristown, N. J.	1	0	0	2.3	13.6
220. Cranford, N. J.	1	0	0	2.3	10.5
221. Holland, Mich.	1	0	2	2.3	12.3
222. Brownwood, Tex.	1	1	0	2.3	11.9
223. Ada, Okla.	1	0	0	2.4	15.0
224. Cape Girardeau, Mo.	1	0	0	2.4	10.9
225. Colton, Calif.	1	0	2	2.4	12.7
226. So. Portland, Maine	1	0	1	2.4	9.9
227. Cedar Falls, Iowa	1	0	0	2.4	13.4
228. Meadville, Pa.	1	0	0	2.5	12.6
229. Hollywood, Fla.	**2**	**4**	**1**	**2.5**	**21.1**
230. Greenville, Tex.	1	1	0	2.6	15.5
231. Augusta, Maine	1	0	5	2.6	9.7
232. Stillwater, Okla.	1	0	1	2.6	11.9
233. Oswego, N. Y.	1	0	0	2.6	10.6
234. Caldwell, Idaho	**1**	**2**	**0**	**2.7**	**20.5**
235. New Bern, N. C.	1	1	1	2.7	12.8
236. Peru, Ind.	**1**	**3**	**0**	**2.8**	**15.9**
237. Newton, Kan.	1	0	0	2.8	18.2
238. Sterling, Ill.	1	1	0	2.8	15.9
239. Greenwood, Miss.	1	1	0	2.9	12.4
240. Antioch, Calif.	1	0	1	2.9	15.5
241. Collingswood, N. J.	1	1	0	2.9	13.3
242. La Grange, Ill.	1	0	0	2.9	16.3
243. Niles, Ohio	**1**	**2**	**0**	**2.9**	**12.3**
244. De Kalb, Ill.	1	0	0	3.0	15.3
245. La Mesa, Calif.	2	1	0	3.0	20.4
246. Bristol, Va.	1	0	0	3.0	13.4
247. Livermore, Calif.	1	0	0	3.0	19.0
248. Santa Paula, Calif.	1	0	0	3.0	19.7
249. Norfolk, Neb.	1	0	0	3.1	18.9
250. Westminster, Calif.	**1**	**8**	**0**	**3.2**	**15.0**
251. Hanford, Calif.	1	0	0	3.2	24.0
252. Watertown, Wis.	1	0	0	3.3	18.5
253. Griffin, Ga.	1	0	0	3.4	17.1
254. Ansonia, Conn.	1	0	0	3.4	12.2
255. Lexington, N. C.	1	0	1	3.4	16.7
256. Escanaba, Mich.	1	0	0	3.5	15.8
257. Millbrae, Calif.	1	0	1	3.5	15.2
258. Brawley, Calif.	1	0	2	3.5	17.9
259. Atchison, Kan.	1	0	1	3.5	18.8
260. Gardner, Mass.	1	0	1	3.6	11.9
261. Plymouth, Mich.	1	0	0	3.7	22.0
262. Southington, Conn.	1	0	1	3.9	14.2
263. Central Falls, R. I.	1	0	0	3.9	10.0
264. River Forest, Ill.	1	1	0	4.2	22.2
265. River Rouge, Mich.	**1**	**2**	**0**	**4.2**	**11.3**
266. Homewood, Ala.	1	1	1	4.2	13.3
267. Windham, Conn.	1	0	1	4.4	13.1
268. Stoughton, Mass.	1	0	1	4.6	17.4
269. Milford, Mass.	1	1	0	4.6	15.4
270. Westlake, Ohio	1	1	1	4.6	22.4
271. Auburn, Mass.	1	0	0	4.8	19.4
272. Ridgefield Pk., N. J.	1	0	0	4.9	17.1
273. La Salle, Ill.	1	0	0	5.0	19.8
274. Beacon, N. Y.	1	0	1	5.2	16.0
275. Leominster, Mass.	2	1	1	5.2	19.4
276. Ashland, Wis.	1	0	1	5.6	22.6
277. Bell, Calif.	3	1	0	5.8	39.1
278. Corona, Calif.	2	2	0	5.8	37.8
279. Goshen, Ind.	2	1	0	6.1	36.4
280. Naugatuck, Conn.	**2**	**3**	**0**	**6.1**	**24.5**
281. Pompano Beach, Fla.	2	0	0	6.2	40.0
282. Victoria, Tex.	4	0	0	6.7	42.9
283. Yuma, Ariz.	3	0	0	7.2	56.7
284. Dover, Ohio	2	0	2	8.1	44.4
285. Circleville, Ohio	2	0	0	8.3	45.7
286. Ecorse, Mich.	2	0	0	9.0	25.9
287. North Chicago, Ill.	2	0	3	9.0	26.7
288. Goldsboro, N. C.	4	3	2	9.1	44.7
289. Darien, Conn.	3	2	0	9.1	45.9
290. Fort Thomas, Ky.	2	0	0	9.2	27.9
291. West Lafayette, Ind.	**2**	**3**	**1**	**9.3**	**36.6**
292. Derby, Conn.	2	0	0	10.0	43.2
293. Bloomington, Minn.	6	0	2	17.9	114.3
294. Reidsville, N. C.	5	0	0	20.9	102.6
CANADIAN CITIES					
Toronto, Ont.	40	31	61	—	6.5
London, Ont.	3	4	2	—	7.1
Montreal, Que.	35	37	37	—	7.6
Hamilton, Ont.	11	9	7	—	10.9

MOTOR VEHICLE DEATHS AND INJURIES BY STATES 1960 and 1959

Thirty-six states and the District of Columbia have reported their death and injury experience for one to four months of 1960.

The table below shows all of the injury data reported by each state, but little information is available on precisely what injuries are included in each state's tabulation.

Differences in the ratio of injuries to deaths probably reflect primarily differences in the extent to which all injuries are reported. Other factors are undoubtedly involved, such as: (1) a few states omit some or all of the injuries in urban accidents; (2) there are large differences between states in the proportion of travel which is in urban area (the injury-death ratio for urban accidents is about four times the ratio for rural accidents).

The question of what injuries are being reported applies with equal force to the per cent change in injuries from 1959 to 1960. Any tightening up of police administration, any emphasis on "get all the injuries" is almost certain to bring about an increase in reported injuries, but probably only in minor ones. Similarly, instructions to "skip the scratches" probably would result in a decrease in recorded cases in many states. Introduction of financial responsibility laws has been observed to increase reported injuries sharply. Even the public's increased claims-consciousness is regarded by many people as an element in the growing number of injuries reported. With such factors operating to destroy comparability, indicated changes in the number of injuries should not be considered as reliable.

	Months Reported	Deaths†† 1960	1959	Injuries†† 1960	1959	% Change 1959 to 1960 Deaths	Injuries	1960 Ratio of Injuries to Deaths
TOTAL U.S.	**	6,643#	6,634#	265,749	252,036	+ *#	+ 5	40
Ala.	4	210	243	1,360†	1,462†	— 14	— 7	6
Ariz.								
Ark.	4	108	114	1,060	895	— 5	+ 18	10
Calif.	3	799	837	34,590	33,939	— 5	+ 2	43
Colo.								
Conn.								
Del.	4	23	24	771	758	— 4	+ 2	34
D. of C.	4	29	24	2,433	2,324	+ 21	+ 5	84
Fla.	4	431	375	15,591	14,390	+ 15	+ 8	36
Ga.	4	315	300	5,635	5,318	+ 5	+ 6	18
Idaho	3	35	53	910	1,041	— 34	— 13	26
Ill.	3	322	346	21,126	21,587	— 7	— 2	66
Ind.								
Ia.								
Kan.	1	27	42	1,206	1,249	— 36	— 3	45
Ky.	4	209	230	4,292	4,387	— 9	— 2	21
La.	4	247	211	2,497†	2,736†	+ 17	— 9	10
Maine	4	41	39	1,821	1,633	+ 5	+ 12	44
Md.	3	117	122	5,007	4,387	— 4	+ 14	43
Mass.								
Mich.	4	391	338	25,258	16,453	+ 16	+ 54	65
Minn.	4	161	162	8,327	7,737	— 1	+ 8	52
Miss.	3	150	131	1,722	1,654	+ 15	+ 4	11
Mo.	4	294	254	3,438	3,021	+ 16	+ 14	12
Mont.	2	23	20	505	351	+ 15	+ 44	22
Neb.	1	25	24	912	733	+ 4	+ 24	36
Nev.								
N. H.	4	21	35	1,735	1,733	— 40	+ *	83
N. J.	2	124	108	9,810	8,825	+ 15	+ 11	79
N. M.	4	129	131	1,796	1,487	— 2	+ 21	14
N. Y.	2	274	303	40,373	40,700	— 10	— 1	147
N. C.	3	228	273	5,691	5,199	— 16	+ 9	25
N. D.	3	20	25	425	501	— 20	— 15	21
Ohio	4	522	447	23,978	22,100	+ 17	+ 8	46
Okla.	1	41	41	1,308	1,190	0	+ 10	32
Ore.	4	98	126	5,094	5,336	— 22	— 5	52
Pa.								
R. I.								
S. C.	4	210	171	3,784	2,733	+ 23	+ 38	18
S. D.	4	43	54	957	—	— 20	—	22
Tenn.	3	156	143	4,275	3,580	+ 9	+ 19	27
Tex.	4	631	723	18,333	22,563	— 13	— 19	29
Utah	4	62	43	2,564	1,612	+ 44	+ 59	41
Vt.	4	19	29	755	924	— 34	— 18	40
Va.								
Wash.	3	120	112	6,629	6,830	+ 7	— 3	55
W. Va.								
Wis.								
Wyo.	4	31	35	738	668	— 11	+ 10	24
P. R.‡	3	82	63	3,101	2,900	+ 30	+ 7	38
V. I.¶	4	3	2	79	56	+ 50	+ 41	26

†Rural injuries only.

††All figures are preliminary. To insure proper comparisons, 1959 figures cover the same reporting period as those for 1960.

*Less than .5%.

**Death and injury totals cover reports for all months indicated in this column.

#Death totals and changes differ from national figures because those shown here are based on the states and months for which injury data are reported.

‡Commonwealth of Puerto Rico.

¶Virgin Islands.

Safety Library

From Page 6

Pritchard. *Traffic Digest and Review,* May, 1960, p. 6-8, 25-27.

Highways

AASHO Road Test Nears End. Osburn Zuber. *The Constructor,* May, 1960, p. 36.

(Target for completion of this report, April 30, 1961.)

In Detroit: Median Barrier Gates Help Handle Expressway Emergencies. *Street Engineering,* May, 1960, p. 26-27.

Motor Transportation

Owner-Operators Find Safety Pays Off. *Commercial Car Journal,* May, 1960, p. 124-125, 164, 166, 168.

Save Driver Man-Hours With This Plan. I. F. MacKenzie. *Motor Truck & Coach,* April, 1960, p. 24-26, 69.

(A workable control program for long-haul drivers. Plan regulates all road stops and coffee breaks for time saving and safety.)

Police

Pursuit Driving. Edward E. Dougherty. *Police,* May-June, 1960, p. 19-22.

(The methods and recommendations given are a combination of the experience of many enforcement officers.)

Programs

Highways Can Be Happier Ways. Abraham Ribicoff. *Journal of American Insurance,* June, 1960, p. 1-4.

(Crusading Connecticut sets the nation an example with the lowest highway death rate in the U. S.)

Research

Annual Report for the Period 1 April 1959 to 31 March 1960. 23pp. Automotive Crash Injury Research, Cornell University, 316 East 61st Street, New York 21, N. Y.

Study of Human Kinematics in a Rolled-Over Automobile. June 30, 1969. 63pp. Cornell Aeronautical Laboratory, Inc., Buffalo 21, N. Y. (YM-1246-D-1)

Regulations

Anti-Smog Devices to be Required by Law. *The United States Municipal News,* May, 31, 1960, p. 2.

(Recent California legislature has approved law.)

Signs & Signals

Signing and Marking Vital in War Against Accidents. Thayne Smith. *Better Roads,* May, 1960, p. 21-23, 42.

(Kansas believes money spent on signs and marking lanes is well spent. Vandalism alone cost $500,000 last year.)

Summary of Proposed Revisions of the Uniform Manual on Traffic Control Devices. George H. Howie. Municipal Signal Engineer, March-April, 1960, p. 7-10.

Television

Television Helps Police Make Miami Safer. *Traffic Digest and Review,* May, 1960, p. 19.

(Programs reenact true traffic accidents and provide motorists with safe driving information.)

ADDRESSES OF MAGAZINES MENTIONED

American Youth
General Motors Bldg.
Detroit 2, Mich.

Better Roads
173 W. Madison St.
Chicago, Ill.

Chicago Traffic Safety Review
20 N. Wacker Drive
Chicago 6, Ill.

Commercial Car Journal
Chestnut & 56th Sts.
Philadelphia, Pa.

The Constructor
A.G.C. Bldg.
1957 E. St., N. W.
Washington 6, D. C.

Fleet Owner
330 W. 42nd St.
New York, N. Y.

International Road Safety and Traffic Review
32, Chesham Place
London, S.W. 1, England

Journal of American Insurance
20 N. Wacker Drive
Chicago 6, Ill.

Motor Truck & Coach
341 Church St.
Toronto 2, Canada

Municipal Signal Engineer
130 W. 42nd St.
New York 36, N. Y.

Police
301-327 E. Lawrence Ave.
Springfield, Ill.

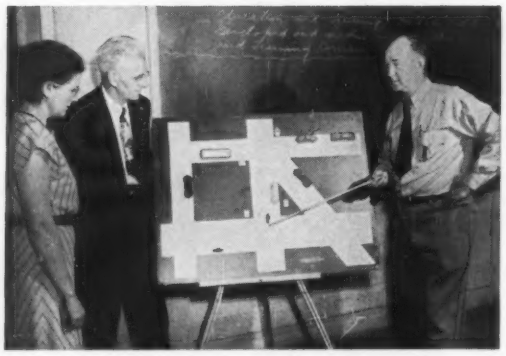
Public Health Reports
Public Health Service
Washington 25, D. C.

Street Engineering
22 W. Maple St.
Chicago 10, Ill.

Traffic Digest & Review
1804 Hinman Ave.
Evanston, Ill.

The United States Municipal News
1707 H St., N. W.
Washington 6, D. C.

Wisconsin Traffic Safety Reporter
State Division
Motor Vehicle Department
Madison 2, Wis.



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BOOK REVIEW

Crash Injuries, The Integrated Medical Aspects of Automobile Injuries and Deaths, by Jacob Kulowski, M.D. Charles C. Thomas, publisher, Springfield, Ill. 1960. 1080 pp., $32.50.

This book deals with the "why" of automobile accidents, the "how" of injuries and the methods of human salvage from first aid through ultimate rehabilitation. Parts of the book are of interest primarily to physicians, particularly those chapters dealing with the medical management of the injured. However, all those concerned with the prevention of automobile injuries and deaths will find this book to be a valuable source of authoritative information.

The material is well organized and is presented in seven sections as follows: Biomechanics, Pathomechanics, Autopsy Pathology, Hospital Pathology, Delayed Complications and Residual Disabilities, Human Salvage, and Unified Medical Concept of Crash Injuries.

The bibliography takes up 51 pages.

This book is a reservoir of a great amount of scientific material. It is highly recommended reading for everyone concerned with the reduction of automobile injuries and deaths.

Howard N. Schulz, Secretary,
American Medical Association
Committee on Medical Aspects of
Automobile Injuries and Deaths

Study Vertical Vibration Effects

The Bostrom Research Laboratories of Milwaukee have been awarded a $51,000 Army contract to study the effects of longitudinal and transverse vibration on human psychomotor performance.

Sponsored jointly by Army Ordnance and the Army Transportation Corps, the study will seek to determine the effects of this horizontal plane buffeting that a vehicle driver might be subjected to. Tested will be such human factors as reaction time under vibration stress, choice of alternate decisions, pressure on foot pedals, steering, acuity of vision, and energy expended. The subjects will be volunteers from the ages of 26 and under to be picked in the Milwaukee area.

Capitol Hill

From Page 16

posed National Capital Transportation Act, to create an agency to plan subways, surface rail lines and other transit facilities. The approved bill follows the general framework of administration proposals.

A subcommittee of the Senate Banking and Currency Committee approved, with amendments, S. 3278 (Harrison) dealing with federal aid to help states and local governments improve their metropolitan mass transportation services. In its report on the bill, the ICC favored federal aid for mass transportation. The Treasury Department opposed the bill's enactment on the ground that urban transportation was not a federal responsibility.

The Bureau of Public Roads announced that motor-vehicle registrations in the U. S. during 1959 totaled 71,502,394, a gain of three million vehicles, or 4.3 per cent, over 1958. The increase reversed the declining trend of the past few years. In its revised regulations on the Administration of Federal Aid for Highways, the Bureau of Public Roads incorporated a health and safety clause requiring compliance with applicable federal, state and local health and safety laws, and requiring contractors to provide "all safeguards, safety devices and protective equipment" and to take "reasonable necessary" action to protect road workers and the safety of the public.

The executive director of the AAMVA warned that the federal government would enter the field of traffic safety and traffic accident prevention unless the states "develop a mutually satisfactory procedure to jointly bring about greater safety on our streets and highways." To this end he proposed a draft Interstate Traffic Safety Compact, sanctioned by the Beamer resolution, adopted by the 85th Congress, PL 85-684.

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There can be no "benefit of the doubt" for speeders checked by the Speedalyzer—simply because radar leaves no doubt. Its range is 0 to 100 miles per hour, and it is effective on cars from 100 to 600 feet away, trucks and buses up to 1500 feet. Speeders are unerringly detected passing in either direction. The SPEEDALYZER has five components: (1) an amplifier with compact **transistorized** power supply; (2) a power cable; (3) a meter with attached cable; (4) an antenna which can be aimed in any direction; (5) a 65 miles-per-hour tuning fork. Total weight is about 20 pounds.

SEND COUPON FOR FURTHER INFORMATION

STEPHENSON CORPORATION
RED BANK NEW JERSEY

Also manufacturers of the Breathalyzer, the Harger Drunkometer and the Minuteman Resuscitator.

STEPHENSON CORPORATION, Red Bank, New Jersey

☐ Please send Speedalyzer Bulletin J-29.
☐ Please send Breathalyzer Bulletin.
☐ Please arrange for demonstration.

NAME_____
TITLE_____
STREET_____
CITY_____ STATE_____

Circle Item No. 6—Reader Service Card

The Medic

From Page 33

cation should be advised not to drive. The tranquilizing drugs such as meprobamate, chlorpromazine, reserpine, etc., may produce some drowsiness, or faintness.

Central Nervous System Stimulants — Such stimulants as amphetamine temporarily increase alertness and efficiency, but in large doses may cause dizziness, agitation and irritability and a decreased ability to concentrate. This is followed by a period of fatigue and depression. Therefore, following use of this medication, individuals should be advised not to drive.

Antihistamines and drugs preventing motion sickness also cause dizziness and drowsiness. Persons taking such medication should be permitted to drive only after it has been demonstrated that they are not so affected.

Vision—Adequate vision is essential for the proper and safe operation of a motor vehicle. Visual acuity may be ascertained by the use of available vision-testing instruments. It should be emphasized that visual acuity alone is not sufficient in determining the driving ability of a patient. Visual fields and ocular muscle balance must be tested. Dark adaptation and depth perception should also be checked. Color blindness does not seem to play an important role in accident causation.

At present it is believed that persons whose corrected vision under standard conditions is 20/40 or better, may be advised that their vision is adequate for operating a private vehicle. Those individuals with less than 20/40 should be referred to an ophthalmologist in an attempt to improve their vision. Anyone with less than 20/70 corrected vision in the better eye should be advised not to drive.

Visual fields (form fields) of 140° or more may be considered sufficient for driving with safety. Persons with visual fields of less than 110° should be advised not to drive. Anyone with such constricted fields, or those suffering with severe glaucoma should not be permitted to drive. Ocular muscle imbalance may produce diplopia and persons suffering with this condition should be advised not to drive.

Otolaryngology—Deafness and dizziness or vertigo due to internal or middle ear disturbances are the principal otological symptoms of significance in the safe operation of a motor vehicle. Deafness may not be an important handicap, particularly when the deaf driver is conscious of his disability and is cautious and alert at all times. A hearing aid may improve his ability to drive a private vehicle. Patients with attacks of sudden dizziness should not be permitted to drive a motor vehicle.

Cardiovascular Disease — A patient with cardiovascular disease should have a complete history and physical examination performed in order to evaluate the cardiovascular disease. In general, any cardiac patient suffering with a disease that might suddenly incapacitate him or cause sudden unconsciousness should be advised against driving any motor vehicle.

Detailed discussion of cardiovascular diseases in relationship to driving has been presented elsewhere. Briefly, aortic stenosis, when marked, may lead to sudden syncope and death. A patient with significant aortic stenosis should be advised against operating a motor vehicle. Severe disturbances in rhythm may cause sudden disability and therefore patients likely to develop sudden disturbances in rhythm should be advised against driving a motor vehicle.

Hypertensive cardiovascular disease must be carefully evaluated. Hypertension in itself is not disabling for the safe operation of a motor vehicle, but the complications arising from hypertension such as the damage to the brain, eyes, heart or kidney may very well prove disabling. When complications are limited to the optic fundi, the degree of impairment of driving should be evaluated carefully on the basis of the loss of vision.

Arteriosclerotic heart disease also presents difficult problems in evaluation. If a patient has had a mild attack of coronary occlusion, after he has

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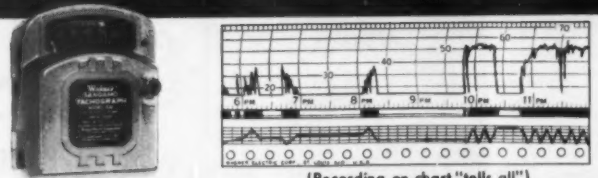
UP TO 31 DAYS RECORDING on a single "strip" chart



(Recording on chart "tells all")

NEW WAGNER SANGAMO TACHOGRAPH

graphically records truck operation

Mounted on the dash of a truck, this new type of recording speedometer permanently records vehicle operation up to 31 days on a single "strip" chart . . . graphic recording on chart indicates time truck engine started, time engine idled, starts, stops, speeds and distances traveled.

Information recorded on chart helps you plan better routing, control speed, and lower operating costs by encouraging safer driving and savings in time, gas, oil and tires . . . For details, mail the coupon.

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Send FREE copy of Bulletin SU-140.
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We operate_____ vehicles. W560-T

Circle Item No. 7—Reader Service Card

NEW... SAFETY EQUIPMENT

Publication of product announcements in this section should not be construed as endorsement or approval by the National Safety Council.

Linemarker and Road Marker

Two new items offer packaged protection for traffic routing on streets, highways and industrial plants.

One is a linemarker that "rolls with the punch" for application during periods of construction, temporary detours, or painting of new lines on public or industrial traffic lanes. The other is a reflective road marker for night time protection against accidents resulting from disabled trucks, buses, and trailers.

The Linemarker is a 13½ inch high flag assembly mounted on a highly stable cadmium-plated steel base. The unit cannot be knocked over, broken, or moved when struck by passing vehicles. The spring holder returns the flagstaff to an upright position after every impact.

The Signal-Lite Road Marker features a highly reflective aluminum panel mounted by means of a spring frame on a cadmium-plated steel base. A warning flag is attached to the top of the frame. The new safety unit is designed to collapse undamaged if accidentally run over, and can withstand wind velocities up to 40 miles per hour. Reflective surfaces of the unit meet Pennsylvania and Interstate Commerce Commission standards for visibility at night.

Mine Safety Appliances Co., 201 N. Braddock St., Pittsburgh, Pa. (Item 41)

Power Mirror

The Power Mirror offers safety, dependability and convenience. It is instantly positioned at the touch of a switch to see normally blind right sides of trailers. The mirror effectively eliminates blind spots. On the highway, it shows the location of merging and passing traffic, and backing and parking is done in less time with less damage to trailers and docks. The mirror comes with a defrost control, and leads for either 6 or 12 volts electrical systems. It fits all standard West Coast type brackets.

Royal Engineering Co., Inc., Pleasant Plains, Ill. (Item 42)

Traffic Safety Devices

Three new models of portable flashing light traffic safety devices are called "Safe-T-Blink."

The heart of each unit is a simple, transistorized power unit. The current is furnished by two standard lantern-type 6-volt batteries, that will operate at least 1,500 hours.

Twin, seven-inch Plexiglas lenses are standard on the units for two-way visibility. From 50 to 70 flashes per minute are emitted by the units.

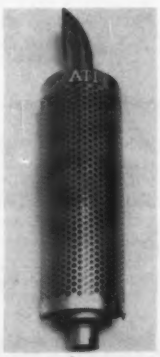
Model FT-100 is a pillar-like unit that stands 38½" high on collapsible legs. It is designed primarily for use where both day and night visibility and high portability are important.

Model FT-200 is a short version of the FT-100 and stands 16½" high. It is primarily designed for use by police, fire and utility crews as a warning signal, and to be carried by commercial and farm vehicles for emergency purposes.

Model FT-300 has two seven-inch twin lens flashing units. The corrosion-resistant metal housing is 36" wide and is suspended from a metal-pipe frame of familiar "saw-horse" design. It is designed primarily to serve where full barricade protection is necessary as for excavations, road work applications, and other such large danger areas.

All three of the units are painted in alternate diagonal stripes of black and chrome-yellow. Flag brackets and red safety flags are also available for all models.

Cripe Tool Mfg. Corp., P. O. Box 61, Owosso, Mich. (Item 43)



Stack Muffler Screen

The "Safe-T-Guard" Diesel Stack Muffler Protective Screen requires no special tools and is available in kit form. The kit contains necessary brackets and directions, so the screen may be installed easily on 7", 8", 8½" and 9" diameter mufflers. The installation can be made in a matter of minutes. Many states require this guard as a safety precaution, so that anyone accidentally brushing against the muffler will not be burned.

Alexander-Tagg Industries, Inc., Hatboro, Pa. (Item 44)

SAFETY PRODUCT LITERATURE

Flasher Light for Traffic Cones

Make your traffic cones more effective as night-time traffic aids. Equip them with transistorized warning flashers. Visi-Flash No. 630 produces a 6 candle power beam, has a signal strength of 400 hours, and a flash that pulsates 65 times per minute. R. E. Dietz Co., 225 Wilkinson St., Syracuse 1, N. Y.

For more details circle No. 81 on enclosed return postal card.

Police Vehicle

Information is available on a 3-wheel vehicle that comes equipped with fiberglass cab and achieves speeds up to 45mph. The "Traffic Master" seems to be well suited for traffic and general police work. Ingersoll-Kalamazoo Div. of Borg-Warner Corp., 1810 N. Pitcher St., Kalamazoo, Mich.

For more details circle No. 82 on enclosed return postal card.

Street Light Standards

70-page catalog full of engineering facts on both steel and aluminum lighting standards, Octagonal in shape, designed for greater strength and offering 4 to 6 times greater corrosion resistance. Kerrigan Iron Works Co., Nashville, Tenn.

For more details circle No. 83 on enclosed return postal card.

Tractor-Mounted Asphalt Spreader

Details are available on a spreader that can be attached to any tractor with 3-point lift. Able to spread material from a thin surface slurry coat to 2½ inches, handling both limerock and dolormite, and with special attachments for spreading slurry seal. Hester Plow Co., 1721 Egner St., Jacksonville 6, Fla.

For more details circle No. 84 on enclosed return postal card.

Vehicle Warning Lights

Bulletin 113A from Federal Sign & Signal Corp., Blue Island, Ill., gives particulars on their Beacon Ray and Fire Ball warning lights. For use on scrapers, dump trucks, dozers, lime markers, and other maintenance vehicles.

For more details circle No. 85 on enclosed return postal card.

Parking Dimensions—1960 Model Cars

Here is an annual publication from the Automobile Mfg. Assoc. which provides the outside dimensions and clearances on all 1960 U.S. cars, useful for garage designers, lot designers, and traffic engineers.

For more details circle No. 86 on enclosed return postal card.

Security Flood Light

Protect your equipment by discouraging intruders. Type PLB Fresnel Floodlights combine wide horizontal beam spread with narrow vertical beam spread. Literature is available from Crouse-Hinds Co., Syracuse 1, N. Y.

For more details circle No. 87 on enclosed return postal card.

Colored Asphalt Coating

Available in three colors, Vynatex 23 enhances appearance while protecting the surface. Effective for use on walks, bus stops, driveways, ramps and steps, and similar locations, indoors or out. Maintenance, Inc., Wooster, Ohio.

For more details circle No. 88 on enclosed return postal card.

Automobile Facts and Figures

Annual summary of data on vehicle manufacturing, sales and use. This 72-page pamphlet provides valuable background for traffic people. Automobile Manufacturers Association, New Center Bldg., Detroit 2, Mich.

For more details circle No. 89 on enclosed return postal card.

First Aid Kits

This 4-page bulletin from Mine Safety Appliances Co., Pittsburgh, Pa., describes first aid kits that can be mounted horizontally to a vehicle with the open lid serving as a shelf when in use. The kits are provided with dust- and moisture-proof replaceable sealing gasket and wall mounting brackets. Four sizes of kits are available, packaged in all-weather cases engineered to hold unit-size packages of dressings or treatment, 10, 16, 24, and 36-unit sizes.

For more details circle No. 90 on enclosed return postal card.

Automatic Street Lights

Here is an item that automatically turns lights on at dusk and off at dawn. This photoelectric cover plate switch by Protect-O-Lite fits standard outlet boxes for operating incandescent, fluorescent, neon or mercury vapor lighting fixtures. Energy Kontrols, Inc., Geneva, Ill.

For more details circle No. 91 on enclosed return postal card.

Vehicle Speed Meter

A requisite to setting realistic speed zones on streets and highways is the determination of vehicle speed patterns. Bulletin R-112 gives details on the Electro-Matic Radar Speed Meter which does this with precision and accuracy. Automatic Signal Div., Eastern Industries, Inc., Norwalk, Conn.

For more details circle No. 92 on enclosed return postal card.

Traffic Bead Dispenser

From Flex-O-Lite Mfg. Corp. comes information on their bead dispenser which will fit all striping machines, operates automatically or manually, and dispenses beads in any given quantity at any given speed.

For more details circle No. 93 on enclosed return postal card.

Aluminum Lighting Cable

Facts about the first installation of aluminum cable for highway interchange lighting in Wisconsin has now been compiled and made available from the Kaiser Aluminum & Chemical Corp. Aluminum Cable was installed to serve 300 mercury vapor luminaries at a 22% cost savings over copper cable.

For more details circle No. 94 on enclosed return postal card.

Two-Way Radio

Transistorized transmitter receiver unit powered by self-contained batteries, designed for short range communications. Telepath is finding use at airports, parking lots, parks, CD and rescue operations, by police and fire departments. Seicsor, Tulsa, Okla.

For more details circle No. 95 on enclosed return postal card.

Emergency Vehicles

From Siebert Associates, Inc., Waterville, Ohio, comes information on custom-body rescue squad cars, first aid cars and ambulances, designed and built to meet your specific requirements.

For more details circle No. 96 on enclosed return postal card.

Mercury Lamps

Westinghouse Lamp Div., Westinghouse Electric Corp., reports these lamps deliver more light initially and maintain higher light output longer. Literature shows their complete line, in clear, color-corrected and reflector types, and in sizes of 100 to 3000 watts.

For more details circle No. 97 on enclosed return postal card.

Detect Vehicles on the Move

Using inaudible sound waves to sense the presence of motor vehicles, "Checkar" can be used for signal actuation, traffic counting, parking gate control. Mounted overhead it's free from hazards. Electronic Control Div., General Railway Signal Co., Rochester 2, N. Y.

For more details circle No. 98 on enclosed return postal card.

Why Improve Street Lighting

This brochure entitled "Good Roadway Lighting Saves Twice As Much As It Costs" gives you most of the reasons for, and advantages of improving street lighting. Sylvania Lighting Products, Div. of Sylvania Electric Products, Inc., Salem, Mass.

For more details circle No. 99 on enclosed return postal card.

The Medic

From Page 44

completely returned to normal he may continue to drive a private motor vehicle, but not a commercial or passenger transport vehicle. Each case must be evaluated individually.

Patients with cerebral vascular disease with inadequate cerebral blood flow are apt to have attacks of syncope and dizziness. They should be advised not to operate a motor vehicle. If the patient has had a cerebral hemorrhage, or thrombosis, or transient cerebral vascular spasm, he should be advised against driving.

Metabolic Diseases—The most important of the metabolic diseases is diabetes mellitus. Patients suffering with diabetes who can be controlled with diet or diet and an oral sulfonylurea drug may be permitted to drive any type of motor vehicle. If insulin is required and the diabetes well controlled, the individual may drive a private motor vehicle, but he should be advised not to drive a commercial vehicle, or a passenger transport vehicle. Because of the possibility of a sudden attack of hypoglycemia, the uncontrolled diabetic should be advised not to drive any type of motor vehicle.

Thyroid diseases and Addison's disease may also present some problems in driving. These patients should be evaluated individually.

Neurological Disease — Convulsive disorders are the most frequent neurological problem to be considered in motor vehicle accident prevention.

Epileptic patients not receiving medicine and who have been seizure free for a minimum of two years may be considered good risks for the operation of private vehicles, but they should be advised not to drive a commercial or passenger vehicle. Such patients must be under constant supervision by a well-trained neurologist and submit to frequent periodic examination.

Epileptic patients under medication should be advised not to drive a motor vehicle until they are seizure-free for a minimum of two years. Great caution must be maintained before permitting any person with a convulsive disorder to drive any type of vehicle. Disorders affecting muscular control and coordination are caused by paralysis agitans, poliomyelitis, progressive chorea, and mental deterioration, multiple sclerosis, etc. Patients with these diseases should be evaluated individually to determine whether they are capable of driving.

Usually patients with these diseases are not able to drive and are willing to discontinue driving on their own. Great care should be exercised in evaluating the ability of these patients to coordinate properly in order to drive with safety.

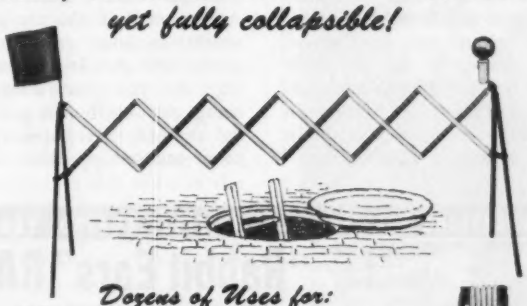
Alcohol—Alcohol is the responsible factor in a large percentage of motor vehicle accidents that are attributed to speed, reckless driving, or driving on the wrong side of the road. Detailed studies in selected areas have shown that approximately 50 per cent of the fatal accidents involve a drinking driver. Alcohol is considered one of the most important problems in motor vehicle accident prevention.

Blood alcohol levels of 0.05 per cent for 50 mg. per 100 cc of blood have been shown to interfere with driving performance. The average individual with a blood alcohol level of .05 per cent or higher suffers significant deterioration of his driving skill and is a potential menace on the highway. The public must learn the basic facts of alcohol consumption and motor vehicle operation. One drink may be tolerated, two drinks put one on the level of impairment for about two hours, three drinks are too many.

We have shown that a comprehensive medical program can reduce the accident rate in industry. Further, such a program can improve the health of the employe and thus reduce absenteeism and compensation costs.

Such a comprehensive program should consist of detailed methods of selection and training with periodic health examinations — plus extensive health services.

GUARD-GATE
PATENTED
ALL-STEEL
SAFETY BARRICADE
Ready for instant service in seconds . . .
yet fully collapsible!



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PUBLIC UTILITIES — INDUSTRIAL PLANTS
CONTRACTORS AND SERVICE UNITS — POLICE,
FIRE AND HIGHWAY DEPTS.
GUARD-GATE is made of reinforced steel — built to last. Comes complete with warning flags, reflectorized center sections and brackets for flasher lights. Stands 36" high; available in 4, 6 and 8 ft. lengths. Collapses for quick storage in heavy-duty, fibre board shipping-carrying container. Write for free folder.

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WEST SIDE IRON WORKS, Inc.
327 Front Avenue, N.W. — Grand Rapids 4, Michigan

Circle Item No. 8—Reader Service Card

If You're Satisfied

From Page 34

you do it?" Appoint two or three men as a committee, and have them design the next meeting. The driver being the type of guy he is, undoubtedly would pick up the ball in this kind of thing. Perhaps it wouldn't have the professional polish that you'd put in; perhaps it would lack some of the engineering ingenuity, but even here you might include some of this.

Have you thought of getting drivers to participate and even design their own safety meetings. This has been done very effectively in some fleet operations. We know that people in all capacities want recognition. They want a sense of belonging. They want to feel adequate. They want security.

Let's take these four things that the psychologist tells us are important and turn them around to getting results in a fleet safety program.

People want recognition. A person who has been driving for 20 years and has had a good accident record, should get a merit badge. If he's been driving long enough, he'll receive a watch. It will be shock proof, and hock proof with his name on the back. He'll be told that for driving one million miles, "Here's a watch and you have done a good job."

This kind of recognition is good, but it is more basic than that. It's a form of acclaim, it feeds the man's vanity, but there is a form of recognition that we can use that goes beyond that. We can indicate that we think he has a few brains. We can recognize that not only Ph.D's or Masters in Mechanical Engineering or Doctors in Industrial Engineering have brains.

I think that you will agree with me, if you'll be honest about it, that some of the most intelligent, knowledgeable, and perceptive people that you know have been mechanics. From my own experience of 10 years with the American Can Company some of the most intelligent and ingenious men I have ever known are machinists. These people have a great capacity.

There seems to be a growing fallacy that only persons who are symbol manipulators, word artists or conceptualizers have brains. The kind of ingenuity that goes into constructing, repairing or maintaining something as greasy and grimy as a truck, lathe or a machine tool is somehow a different and inferior kind of knowledge, it would seem.

This is a very dangerous kind of thing to get into and people recognize this and scorn our behavior. So we run our meetings, we have human relations training, we have all sorts of gimmicks. We tell these people indirectly that they don't basically recognize the capacity and intelligence of good solid American citizens who are doing the job of operating terminals or fleets. And, this is the kind of recognition that gets involvement, and "involvement" is that word the psychologists use when a person gets involved or locked into the job. He'll do it more effectively and more enthusiastically.

People want a sense of belonging. Ask yourself if you are going to get results in your program. Are you giving your people a sense of belonging? Are you giving them a sense of being part of the on going effort of the company? Are they close to this profit motive? Are they close to this delivery to the customer? Are they close to this desire to create a reputation for professional driving?

Do we give people a sense of belonging or do we take a provost marshall approach?

We should let them know we are there to help. We should recognize their brains, their ability, and their experience, and make them feel they're part of the team.

In addition to this, we have to make people feel adequate. A man who has driven this many miles accident free, or with this many years experience, or carried this many millions of dollars in company materials from one part of the country to another without a loss, is a very adequate person, he's a very capable person. If we make this person feel inadequate, we are going to disrupt the relationship which he has with the company. We are going to lower his regard for us, for his company and his work.

You take a man's adequacy away from him and you've done something. You make him feel that he is not good enough. This is a serious blow to a person engaged in an occupation that is one of the last male strongholds.

If you say to him, "You're a failure," he'll believe you. You have an engineering degree. Obviously, you are a superior person, so he believes that he is inadequate. What can he do? He has two choices.

If I fully believe that I am worthless, totally worthless and totally no good, I might as well kill myself. I mean there is no point in going on. But most people are made of tougher stuff. They get into their trucks and curse you all the way down the road. At least those will that I have had the privilege of meeting.

Finally, people want a sense of security. Now we know that they get security by being paid, they get it by pension plan, they get it by insurance. They get it from their unions, in some cases. The security that I'm talking about is that they know what the rules are. They know what is expected of them. They know how they are doing.

Do you know exactly what is expected of you? Do the people you work for know what they want done? Do they know good performance?

The drivers are in the very same

NOW...EVERYTHING YOU'VE WANTED IN SPEED CONTROL EQUIPMENT

"Rabbit Ears" RADAR
Radar Timer
...by MUNI QUIP

- Two Way operation by ONE MAN!
- Transistor power, lightweight, low current!
- Long range sensitive "Rabbit Ears"
- SPECIAL METER HOLDS SPEED!
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Write or Phone for FREE Demonstration

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Circle Item No. 9—Reader Service Card

boat. They want to know exactly what's expected of them. This requires that we tell them in pretty specific terms; that we train them; that we select them properly; that we frequently give them appraisals in honest candid terms. We say, here you did an excellent job, here you didn't do so well.

Another characteristic of our safety manager is that he knows how to overcome obstacles.

Now the person who doesn't get results faces almost the same obstacles as the person who does. Frequently these obstacles are indifferent top management, poorly trained drivers, inadequate financing to handle equipment, inadequate budgets for maintenance programs or difficult union situations.

The people who get the results eliminate the obstacles. They don't sit down in front of them and bewail their fate or retreat. They carefully plan, schedule, work and needle until finally they overcome or circumvent the obstacles.

The next characteristic of the safety manager is tough-mindedness. I don't mean tough talking. He has to be able to take the knocks without flinching.

The toughness comes out in one main characteristic of the safety directors I've seen. They have a high tolerance for frustration. They don't blow their tops.

All of the things I have said bring us to this fact: *in the long run safety programs are measured by results.*

Adolph Burley, who is a law professor at Columbia, recently made a speech for the American Management Association. He commented that very frequently he found people in business organizations who are just a little bit ashamed to admit they are human beings. He said they sometimes speak as if they only had a course in human relations.

After we have put all of our engineering and business techniques aside, I think we should remember Burley's words, "This is not a Godless, materialistic pig pen." What we are really after is to make our plants safer, happier and better places in which to work. We can accomplish this, and still operate a profitable company.

Fortunately, these goals are not too far apart. STOP

Working Girls

From Page 27

"This program, designed to build citizen support for traffic court improvement, was carried forward by the Federation in 1,600 cities selected by the American Bar Association," Mrs. Todd said.

"Literally hundreds of women's clubs have supported this program which is called 'Go to Court as a Visitor, Not as a Violator,' or the Visitor-Violator program," she said. "Using a check list prepared by the American Bar Association and the Traffic Court Committee of the Junior Bar Conference, the clubwomen, when making their mass visitations, were able to pinpoint the inadequacies of the courts," Mrs. Todd explained. "They were able to determine whether the courts in their communities met the minimum standards of effective judicial administration. In many communities, court improvements have followed this active interest on the part of women," she said.

The General Federation has also done considerable work to improve driver licensing procedures, according to Mrs. Todd. This program was undertaken in cooperation with the American Association of Motor Vehicle Administrators.

"The program was developed to create a better understanding of state driver licensing problems and to encourage clubwomen to support their state officials and work for legislative action which would improve state driver licensing laws," Mrs. Todd explained. "Guide books and ballots for better driver licensing procedures were distributed to the 18,000 clubs of the Federation in the United States."

Two copies of the "ballots" were forwarded to the clubs. The printed ballots, urging legislative action to improve state driver licensing programs, were signed by the clubwomen. One copy was returned to the State Safety Chairman, and the other to the National Chairman of the Safety Division.

The ballots returned to the state chairman were compiled by districts into a scroll and presented to the governor or the secretary of state. Those sent to national headquarters were assembled by states and were presented

Turn Page

Circle Item No. 10—Reader Service Card

SCHOOL SAFETY!

. . . YOUR CHILDREN'S SAFETY is our BUSINESS

GRAUBARD'S Equipment is nationally known as the school safety equipment "That Promotes Safety." It does this by fulfilling both of the conditions essential to a really effective Safety Patrol.

FIRST, it gives each patrol member a definite sense of reponsibility and a pride in doing his job well.

SECOND, being "Standard Equipment" it is recognized by school children and motorists alike, assuring their respect and cooperation.

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MAGNETIC
"VIZ-U-LIZER"

Board consists of (3) interchangeable sections—14" x 22" each—Enables you to simulate various intersections. Back has replica of 4 lane highway and blackboard surface for special situations.

World-wide acceptance by driver education instructors, insurance adjusters, lawyers, magistrates and safety engineers.

Scale model vehicles and traffic equipment supplied.

For details write

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Circle Item No. 11—Reader Service Card

by the Federation's safety chairman to the president of the AAMVA at the annual convention at Portsmouth, N. H.

"The signatures affixed to the ballots were evidence of the Federation's support in their efforts to adopt a sound and more comprehensive driver licensing program in all states," Mrs. Todd explained.

"The Ballots for Better Driver Licensing binders were on exhibit at the Federation's convention in Washington in June and will be made into a scroll and presented to the President of the United States," Mrs. Todd said.

The clubwomen have had splendid results with various other projects this past year, according to Mrs. Todd. The work of the Central District Arizona Federation and the Oasis Women's Club of Phoenix is typical.

Because Arizona has the highest traffic death rate in the nation and since Maricopa County has about half the population of that state within its boundaries, the Central District under the safety leadership of Mrs. W. J. Sutter concentrated on the field of traffic safety.

According to Mrs. Sutter, the Oasis Woman's Club, wishing to do something constructive in this field, decided that the organization of a Woman's Division in the Maricopa Safety Council would do the most to stimulate a broader interest in the traffic control problem.

In May of last year the Oasis club, under the leadership of Mrs. Monroe Blakely, invited representatives of more than 300 women's organizations in Central District to a tea at which the need for such an organization was explained. President Howard Pyle of NSC was one of the speakers at the meeting.

During the summer months a steering committee headed by Mrs. Blakely met regularly laying the ground work for the organization. In September the new Woman's Division of the Council was officially organized and has met monthly since then with attendance of from 50 to 100 organizations at each meeting.

In addition to regular meetings of this group it co-sponsored the First Annual Woman's Driver Clinic, set up to inform women of the traffic laws, driver qualifications and traffic safety needs, and has presented a program featuring three national traffic safety leaders.

The Indiana Federation conducted a Traffic Safety Forum at their mid-year meeting to arouse interest in a project to create public support for traffic safety.

Mrs. Hugh H. Brunner, state safety chairman for the Kansas Federation, reports that 200 clubs took part in their traffic safety project. The newspapers cooperated with them by running the slogan "Drive Carefully Today—Be a Lifesaver," and radio and TV stations made spot announcements on traffic safety each day for a month. The slogan was a part of their daily message.

One Kansas club painted safety zones on five main intersections in their town, two clubs sponsored safety lane car checks in cooperation with state police, and one club sponsored a special safety sermon in five churches.

The Kansas group was also active in legislation. They received a warm "thank you" letter from Claud McCamment, safety director of the Highway Commission, which read in part:

"As a result of your outstanding work we received more new traffic safety legislation passed by the legislature in 1959 than has been passed by all the previous legislatures together since 1937 when the original Uniform Traffic Code was first passed.

"This letter is a very sincere tribute to the work that your organization carried out in encouraging not only your membership but other citizens to support the legislators and governor in the passage of this very important traffic safety legislation."

Many clubs reported working on bicycle safety in cooperation with PTA groups and city officials. Numerous traffic control improvements in communities, including erection of new "watch children" signs, painting of crosswalks, erection of needed signs, and new speed laws have resulted from club work.

"There is no question that school children in many of our states have become safety conscious and now have a better chance of survival in today's traffic as a result of the work of our clubwomen," Mrs. Todd said.

There is no doubt that the women of the USA are doing a traffic safety job. My hat, along with Rollo's, is off to them.

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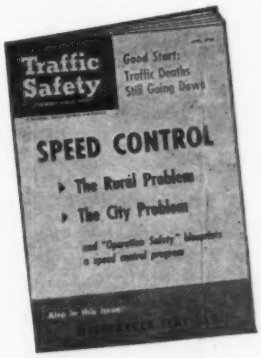

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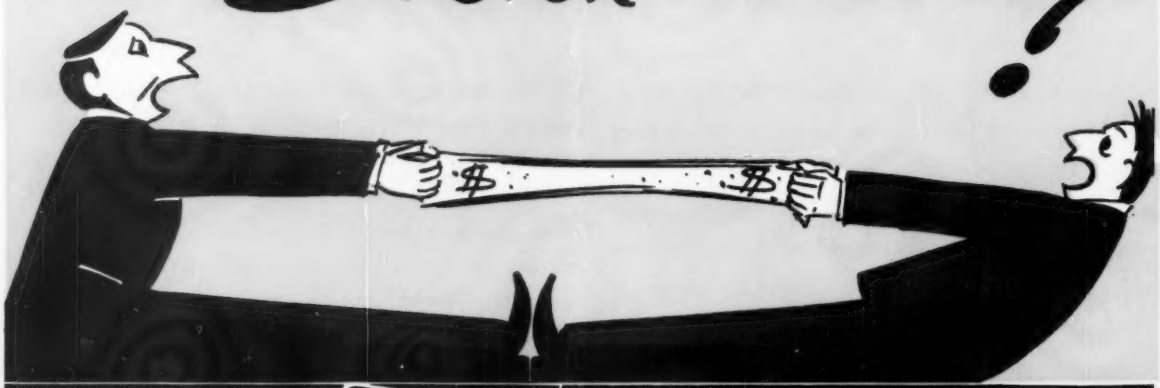

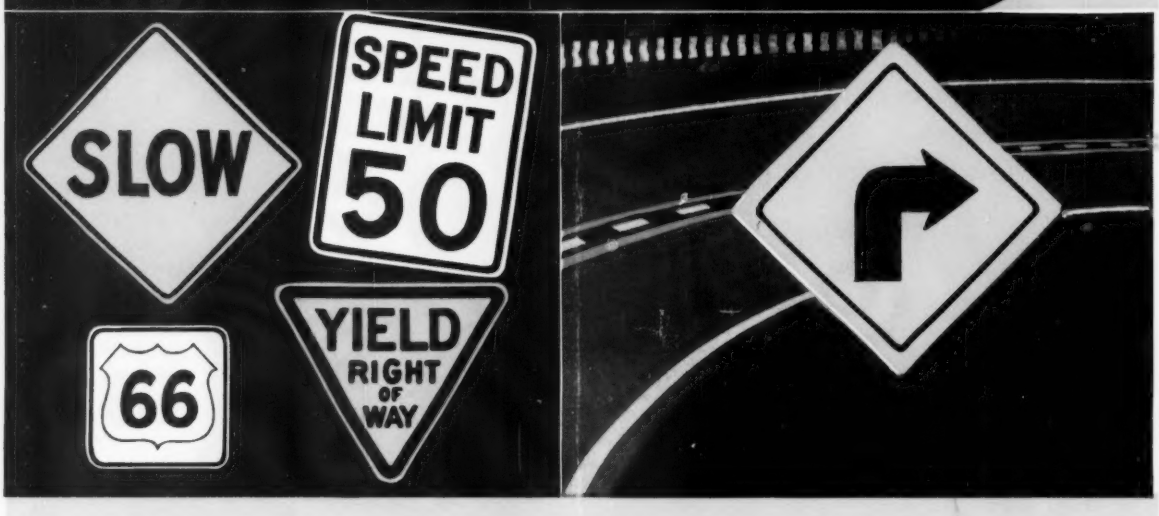

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